CITY OF GREATER GEELONG

MINUTES

ORDINARY MEETING OF COUNCIL

Tuesday, 14 August 2012

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

COUNCIL:

Cr. J. Mitchell *(Austin)* **- *Mayor***	(Communications / Sport and Recreation / Democracy & Governance / Central Geelong Looking Forward)
Cr. B.H. Abley *(Brownbill)*	(Arts and Culture)
Cr. J. Doull *(Coryule)*	(Environment and Sustainability / Climate Change)
Cr. J. Farrell *(Beangala)*	(Education and Youth / Community Safety)
Cr. K. Fisher *(Corio)*	(Community Development)
Cr. C. Granger *(Windermere)*	(Heritage)
Cr. B. Harwood *(Kardinia)*	(Finance / Tourism / Major Events / Strategic Development)
Cr. E Kontelj *(Cowie)*	(Aboriginal Affairs / Multicultural Affairs)
Cr. Dr. S. Kontelj *(Kildare)*	(Major Projects)
Cr. R. Macdonald *(Cheetham)*	(Economic Development / Planning)
Cr. R. Nelson *(Deakin)*	(Rural and Regional Affairs)
Cr. A. Richards *(Buckley)*	(Transport / Infrastructure / Parks and Gardens)

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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, 14 AUGUST 2012 COMMENCING AT 7.00 P.M.

PRESENT: Cr J Mitchell (Chair), Crs B Abley, J Doull, J Farrell, K Fisher, C Granger, B Harwood, E Kontelj, S Kontelj*(7.15pm), R Macdonald, R Nelson, A Richards

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

OPENING: The Mayor declared the meeting open at 7.00pm

ACKNOWLEDGEMENTS:

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

APOLOGIES: Nil.

CONFIRMATION OF MINUTES:

Cr Abley moved, Cr Fisher seconded -

That the Minutes of the Ordinary Meeting held on 24 July 2012 be confirmed and signed.

Carried.

DECLARATIONS OF CONFLICTS OF INTEREST:

Cr Abley declared a Conflict of Interest in Agenda Item 8 – Amendment C268 and Planning Permit 337/2012 – Proposed Masters Home Improvement Store, Bacchus Marsh Road, in that she is the Number 1 Ticket Holder and committee member within the Geelong Rugby Union Football Club, which is the major tenant of Council and DEECD owned/operated properties at the former Flinders Peak Secondary College and adjacent playing fields. Cr Abley's husband also holds an honorary position on the Management Committee; secondly, her employer owns a small property bordering on to Broderick Road within the proposed designated Structure Plan area.

DECLARATIONS OF CONFLICTS OF INTEREST (CONT'D)

Cr Harwood declared an Indirect Interest in Agenda Item 8 - Amendment C268 and Planning Permit 337/2012 – Proposed Masters Home Improvement Store, Bacchus Marsh Road, in that he has had a business relationship with M C Herd – neighbouring property – while not current may recommence in the future.

Cr E Kontelj declared an Indirect Interest by Close Association in Agenda Item 13, Tender T1200190 – in that the tenderers are customers of his employer.

Cr Richards declared an Indirect Interest by a Conflicting Duty in Agenda Item 9, Amendment C264 Apco Service Station, 58-66 Portarlington Road, Newcomb in that the applicant is a potential sponsor and Cr Richards is President of the Geelong Harness Racing Club.

Cr Richards declared an Indirect Interest by a Conflicting Duty in Agenda Item 7, Amendment C272 – Review of the City of Greater Geelong Advertising Sign Guidelines in that he is President of the Geelong Harness Racing Club which is potentially seeking to change its current planning permits re Advertising Signage.

QUESTION TIME:

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

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

Daryl Thomas asked:

1) Is Cr Macdonald aware of the extra 10-12 truck loads of earth that was moved from another site to the sports oval at Alkara and Mill Road. Residents need to know was this material tested coming from another site before being moved. This extra soil material was sieved on-site extracting other materials from it?

Dean Frost, Acting Chief Executive Officer, responded that he was not aware of the specifics of the soil being referred to but the usual practice is to sift out stone particles in the soil. He indicated he would follow up with a written response.

2) Cr Granger, why is engineering department assessing soils at the sporting facility site at Alkara Avenue and Mill Road, Lara for any issues, surely this information on soil testing should have been addressed before any sort of removal or excavation had begun. Is there a concern about soil issues within this department, if so, residents need to be kept up to speed with this issue?

Dean Frost responded the materials used on sporting reserves are appropriate and that the sifting is to remove small stone particles.

Heather Wellington asked questions in relation to the Geelong Motocross Club:

On 24 July 2012 I asked Council whether it considered it ethical for the City of Greater Geelong to:

- Close a motocross facility in its own municipality because of the public health effects of noise;
- Relocate the problem into the Barrabool community, and
- Then wipe its hands of that problem.

I received a response from the Mayor but unfortunately that response failed to answer my question about the ethics of the City's actions – it simply restated that the Geelong Motocross Club wanted to go to Barrabool and that in the end the Club prevailed and got what it wanted.

The response also stated that all alleged noise issues at Barrabool are now the problem of the Surf Coast Shire, confirming our understanding that the City of Greater Geelong has not yet recognised the need to take appropriate responsibility for its actions. Again, we question the ethics of this approach.

We are, however, grateful for your advice that the CEO will meet with us when he returns from leave. We trust that some time for reflection will enable a more balanced approach to this difficult problem. Since I asked those questions, more information has come to light. My questions are now as follows:

1) Are the Mayor, Councillors and Officers aware that:

- Surf Coast Shire has declared in writing that it is satisfied that a noise nuisance exists under the Public Health and Wellbeing Act 2008 (the Act);
- Surf Coast Shire has a legal duty to remedy as far as it reasonably possible that nuisance;
- Motorcycling Australia has been issued with an infringement notice;
- The noise nuisance occurring at Barrabool is arguable worse than the situation at Breakwater that led to the City of Greater Geelong closing the motocross facility there; and
- On any objective view, it is likely to be practically impossible to address the noise nuisance occurring at Barrabool, other than by ceasing use completely or severely restricting use.

Dean Frost responded he was not aware of the information and that was not unusual given the issues raised are a Surfcoast responsibility.

2) Does the CoGG recognise that it has a duty (legal, ethical or otherwise) to reconsider its decision to support the relocation of the Geelong Motocross Club to Barrabool and to allocate substantial public funds to development of that site as a major regional centre, when the viability of the Barrabool facility even as a low key, club-based facility is now in serious doubt?

Dean Frost responded that Geelong Motocross Club does not need this Council's permission to locate at McAdam Park. The Club preferred to move to McAdam Park – it was their choice. He also advised that Council had not allocated funds to McAdam Park, but that it had resolved to defer consideration of any funding request to the Motocross Club until all outstanding planning issues were resolved.

Lyn George asked that given McAdam Park is clearly proving itself not to be usable for a motocross track given community complaints (and with Surf Coast Shire having recently issued its own Improvement Notice on Motorcycling Australia as it is satisfied that a noise nuisance exists at McAdam Park under the Health and Well Being Act) isn't it time the City of Greater Geelong went back to its own Geelong Relocation Report and re-assess such sites in that report that were given relatively high rankings and some of which are owned by the City of Greater Geelong such as 130 Heales Road, Lara, Stockton Street, Corio and Sandy Creek Road, Little River as well as Geelong Motor Sports complex (55 Beach Road, Lara), which we know has plans to greatly increase its size and application?

Dean Frost responded that in the lead up with the closure of the Breakwater site an extensive review of 25 possible sites within the Geelong Municipality was carried out and that only one was considered viable – Dandos Road, Avalon. Council proceeded with work to get that site approved and developed, however through this process the Geelong Motocross Club advised Council it preferred the Barrabool Hills Facility. Accordingly, Council ceased work on Dandos Road, and we have been subsequently advised that the Airport is no longer supportive of having the facility at the end of its runway – so it is now considered unviable. I don't believe revisiting other sites will lead to different outcomes or assessments with regard to their viability.

* *Cr S Kontelj entered the meeting room at 7.15pm*

Ian Kelly addressed Council as follows:

In Councils 2007 review of 25 possible motocross sites it stated only one site was viable – Dandos Road, Avalon.

The 2007 review identified significant flaws in the Barrabool site being protracted planning issues and disharmony between the two motocross clubs.

With the passing of time these significant issues have proved to be true. Further, the business case which was the basis for all State and local government funding has been disowned by Motorcycling Australia.

The City of Greater Geelong Sport Recreation and Open Space policy aims to provide for the long term recreation and sporting needs of an active and healthy community.

There is no long term security at McAdam Park, Motorcycling Australia can sell it in seven years time and keep the $1.37ml provided by taxpayers and motorbike riders will again have nowhere to ride.

Another Sport and Recreation policy aims to create places that are fit for purpose, useable, and where people want to be with benefits for the community clearly defined.

McAdam Park is clearly not fit for purpose as:

- 80% of the track is less than 500 metres from neighbouring residences contrary to local planning laws;
- Motorcycling is prohibited in a farming zone (the only reason it is allowed is because of the existing use right);
- The track is built across designated waterways and is causing significant erosion;
- It has now been declared by Surfcoast Shire as causing a noise nuisance;
- There have been well over 100 objections from neighbours; and
- The track itself is not compliant with Motorcycling Australia's own specifications for major events.

Does this prove that Council's original decision to not support the Barrabool site was the correct one and will Council now reassess the subsequent decision?

Dean Frost indicated that answers to questions earlier covered some of the issues raised. In short, Council worked long and hard to examine the Dandos Road proposal. GMCC rejected the proposal, and preferred to relocate to McAdam Park.

Council resolutions in summary state we are supportive of the club moving to McAdam Park given the lack of viable alternatives, but that we will be taking no further action in terms of funding until planning matters are resolved.

Colin Wallace asked:

My first two questions do not apply to Crs Eddy Kontelj or Ron Nelson who had not taken office yet or Cr Cameron Granger who was on Leave of Absence on 28th July 2009, but I hope they will take an interest nevertheless.

1) Other Councillors, were you aware when you followed Mayor John Mitchell in walking out of the chamber during my participation in Question Time on 28th July 2009 that it was immediately after the point when the Mayor would have recognised, in response to a demand from him mentioning respect, that I had quoted back to him the disrespectful thing he had said to me in a phone call on 5th June that year and that he would have been well aware that I was quoting what he had said to me because, just the day before the Council Meeting, 27th July, was the date of the Mayor's response to a letter of mine to him in which I quoted the disrespectful thing he had said to me in the phone call?
2) Were the same Councillors aware that, essentially, you followed Mayor Mitchell out of the chamber because he would not face up to the prospect that officers connected with Council's improper conduct concerning First Street, Geelong West, with their collaborators among the Councillors, had set him up to believe that I had in May 2009 rung up because there was only one No Standing sign in place in a section of Pakington Street, Geelong West and I thought there should have been more, hence discrediting me by representing me as a nitpicker with nothing better to do that find fault with Council, instead of telling him the truth, which was that I had rung up because the installation of a right turn lane in Pakington Street into Pakington Strand had meant that the space occupied by parked cars on the west side of Pakington Street was now in the only lane for northbound traffic but the signs allowing parking there had not been removed – an extremely hazardous situation?
3) Would all Councillors take note that Peter Begg mentioned the 28th July 2009 walk-out from the Council Chamber at the end of his feature in the Geelong Advertiser on 1st August 2009 titled 'The great steak sanger debate: Did the City make a meal of it?' and in doing so he did not contact me – though he had rung me out of the blue three months before so he knew how to contact me if he wanted to – but instead he used the smokescreen that was in the draft Minutes of the day before which suggested that the blame for the walk-out lay with me rather than where it belonged – with the Mayor, and he also conveyed the idea that whatever I had done, it must have been more intimidating than having the large number of unionists supporting Peter Anderson and Mick Van Beek in the chamber, thus further serving to character-assassinate me?

The Mayor noted the comments.

Mary Wallace asked:

1) At the 26th June 2012 Council Meeting I asked who, just a couple of hours prior to the meeting and after that day's post, had put in my letter box Council's written response, which was signed by Mr Van Driel, to questions I asked at the 12th June 2012 Council Meeting and the CEO, Stephen Griffin responded straight after I asked the question, "It was hand-delivered". – and I want to know why the fact that the CEO knew on the night, 26th June 2012, that this letter from Mr Van Driel had been hand-delivered to my letterbox at my home was omitted from the Minutes?

The Mayor took the question on notice.

2) At the 12th June 2012 Council Meeting I asked for a document that shows when after April 2011 the TGSIs at both sides of the southern end of First Street, Geelong West were put in and I received, in the letter which was hand-delivered to our home on 26th June 2012, emails which were created after I asked the question. Will you give me the proper document or documents, such as the contractor's invoice, to show the date of installation?

Dean Frost responded if the documents can be located they will be forwarded to you.

Heather Vincent asked if Council can continue to make changes to the Barwon Heads Village Park Master Plan (similar to its most recent change which is to build a kindergarten) without proper and thorough consultation with stakeholders and the community and if so does Council believe this arrangement is fair to the Barwon Heads community?

Dean Frost responded that in terms of our consultation we generally seek information as we develop the Master Plan, consulting with a variety of people. Once the decision was made that the school site was not viable, Council worked through many options prior to determining that the site in Village Park was the preferred location.

Council has consulted widely in relation to the Master Plan. The draft document being released for public comment for four weeks and received 242 submissions.

The proposed development of the kindergarten in the Village Park has also been subject to wide consultation and received 731 submissions.

Warren Jackson asked with regards to the Barwon Heads Early Learning Centre, in ruling out the school site as an option: What was the process? Who was involved? Were any studies performed? If so, by who? With relation to the State funding, were guidelines for the Integrated Children's Centre Grant (2011/2012) considered? If not, why? Is there a formal document which captures this process and the results and provides a recommendation to look elsewhere? If so, is this accessible to the general public?

Dean Frost responded that Council's position is that the school was the preferred site. In consultation with the school a sub-committee was established. This included school representatives, officers from the City of Greater Geelong, DEECD and a member of the Futures Committee.

Over approximately a 12 month period this group reviewed four options to locate the facility on the site. Works completed included concept design/traffic reports.

The committee concluded, for a range of reasons, including isolation for Maternal Child Health staff, dislocation of school site, congestion and traffic/parking impacts, that the site was not viable. This was also endorsed by the School Council who are responsible for the school site.

Your question made reference to state guidelines for integrated childrens centres. This was considered and concluded the options did not lend themselves to integration.

Council resolved in January 2012 that given the school site was not an option, and following a review of alternative sites that the proposed site in Village Park is preferred. There is a range of material on Council's website in relation to the school site.

Karyn Howie asked would Council tonight consider deferring the decision for Agenda Item 1 on the following grounds: a) strong community concern about the unnecessary loss of our parkland? b) the clear shift in the town to developing an educational hub on the vacant at 5 acres at the back of the primary school. c) an out of date assessment of the primary school site as there is now a road into the primary school?

The Mayor responded the questions would be addressed during debate of the item. Council is aware of the importance of parkland and as a Council will make a decision based on facts, and that is what we will be doing tonight.

Anissa Yttrup asked if Councillors are aware of the enormous community support that there is for this kindergarten to be built and for its location to be in the Village Park between the tennis club and the second oval? The community consultation process you ran showed you that this location was supported by over 70% of people who made a submission, and there were many. Our community desperately needs this facility, we all know that. Other possible site have already been investigated and ruled out. Further investigation of these sites only serves to waste valuable time and the cost is that our children miss out on local kinder. This site is the best site for Barwon Heads children. Please make their needs your priority when you make a decision tonight?

The Mayor responded that a decision, based on facts, will hopefully be made this evening.

Judith Brooks asked if Councillors are aware that there is considerable community concern in Barwon Heads about the process which has led us to a divided and troubled town? Why was the Village Park master Plan process interrupted after the first meeting of the sports clubs in September 2011? Why wasn't there a second broader stakeholders held in October 2011 or November 2011 or December 2011 given that there was to be a radical difference to the park master plan? Why wasn't the inclusive and thorough 2002 Master Plan followed when there was consideration of putting the football oval in the park?

Dean Frost responded that the Village Park Master Plan was halted once it was determined that it might be a site for the Early Learning Centre. During those months highlighted in the question Council worked through a range of options related to the siting of the facility. This was presented to the 31 January Council Meeting. At the 28 February Council Meeting it was resolved to release the Draft Master Plan for public comment.

Dr Ruth Lee asked is Councillors realised that since July 2011 things have changed at the primary school and the Council's research is now out of date. This is because the new gym/hall and access driveway have been operating extremely successfully with after school sports and childcare operating until 6pm most nights. It is a community hub and any concerns about isolation are mistaken. Why should the children of Barwon Heads miss out on the benefits of co-location and a vibrant educational hub? The sharing of facilities, teaching expertise, a generally very stimulating environment for teachers and children? Because the establishment of a separate educational facility in the park will permanently deny them this opportunity. This is of permanent damage to the town.

Dean Frost responded that as stated before the school site was Council's preferred option for the same reasons as you note, but was ruled out for a whole range of issues. I agree with some of your comments but disagree that our research is out of date because we anticipated the development of the school hall and this is evident by the detail contained within the traffic report as an example.

Marg Pocock asked if Councillors are aware that sports groups in the Barwon Heads Village Park especially the tennis club will be denied future expansion room in a reserve dedicated to sport and recreation? Are Councillors aware that parking for established tenants of the reserve takes precedence over parking reserve for additional uses? That is, it is likely in future that users of the tennis club will not be able to park in their usual area because of the parking for the Early Learning Centre. This will mean an even greater expansion of parking and more permanent use of recreational reserve?

Dean Frost responded that as you are aware the level of planning for this facility is in the concept stage.

If the project is approved on the site then project staff will engage stakeholders to work through the design details to reach an optimal outcome for all.

Eliza Leake asked if Councillors are aware of the proper and extensive process that was conducted in fully investigating the school site as a location for the new Early Learning Centre? This process spanned almost a year and involved all relevant stakeholders. The sub-committee included representation from The Department of Education and Early Childhood Development, School Council – parent and teacher representatives, City of Greater Geelong and a representative from the Barwon Heads Kindergarten Futures Committee. This sub-committee considered all feasible options on the school site but all agreed unanimously that the school site was not able to accommodate co-location of a kinder on the current school site. This was then taken back to school council who again unanimously agreed that the school site was not possible. Andrew Katos has since reinforced that the school site is not an option for the new Early Learning Centre and this site will not be re-opened for further consideration. Are Councillors aware of this?

The Mayor responded Councillors are aware.

Michael Gaffney submitted a question in relation to the Barwon Heads Early Learning Centre but was not present at the meeting.

Jeffrey Waite, President Barwon Heads Association, stated his Association has been trying to facilitate and not taking a stand one way or the other, but indicated that the process has divided the town.

The Mayor reiterated that Council will be making their decision based on the facts before them.

PETITIONS:

Cr Doull presented a petition from residents of Drysdale/Clifton Springs submitting an alternative proposal in relation to possible boundary realignment between Drysdale and Clifton Springs.

Cr Farrell presented a petition from residents of Fyansford opposing the proposed redevelopment of the Fyansford Hotel containing up to 40 pokies machines.

1. BARWON HEADS EARLY LEARNING CENTRE - SUBMISSIONS REVIEW PANEL

Portfolio: **Sport & Recreation – Cr Mitchell (Mayor)**
Source: **Projects, Recreation & Central Geelong**
General Manager: **Dean Frost**
Index Reference: **Project: C12827 Barwon Heads Early Learning Centre**
Property: 312838 Barwon Heads Village Park
24 Sheepwash Road, Barwon Heads

Summary

- The Barwon Heads Early Learning Centre Submissions Review Panel was convened on Monday 9 July 2012 to hear submissions regarding the Barwon Heads Early Learning Centre development proposed for Village Park Barwon Heads.
- The panel (Advisory Committee) consisted of Crs Granger (Chairperson), Abley, Farrell, Fisher, Macdonald, and Richards.
- The panel (Advisory Committee) operated in accordance with the "Barwon Heads Early Learning Centre Submissions Review Panel – Committee Terms of Reference" as were adopted at Councils 12 June 2012 meeting.
- The Submissions Review Panel (Advisory Committee) heard presentations from 29 people. Respondents spoke both in favour of, and against the proposed development.
- The panel was unanimous in its recommendation to support the development of the Early Learning Centre on the proposed site.

Cr Richards moved, Cr Macdonald seconded -

That Council:

1) **agree to the development of an Early Learning Centre on the Geelong Road – Village Park site;**

2) **require that the project design respond to issues relating to passive surveillance, traffic management, and the landscaped parkland interface.**

Carried.

Report

Background

The proposed development of the Barwon Heads Early Learning Centre was subject to community consultation during the month of March, 2012. At the conclusion of the consultation period a total of 791 submissions were received. Following a review of the submissions received this number was then reduced to 731 as several members of the community submitted multiple submissions. Multiple submissions received from a single person have been consolidated as a single submission.

Of the 731 submissions, 70% (*or 508*) supported the proposed site and 30% (*or 223*) raised concern over the location.

1. BARWON HEADS EARLY LEARNING CENTRE - SUBMISSIONS REVIEW PANEL (CONT'D)

At its meeting of 12 June 2012 Council resolved to formalise an advisory committee of council to deal with the mediation and submissions review process related to the proposed location of the Barwon Heads Early Learning Centre in Village Park.

When Council formalised its advisory committee a 'Terms of Reference' was also adopted for the committee. The terms of reference required that the advisory committee of council make a recommendation on the proposal to utilise the Geelong Road – Village Park site for an early learning centre.

The Barwon Heads Early Learning Centre Submissions Review Panel convened on Monday 9 July 2012. Presentations were made by 29 people with respondents speaking both in favour of, and against the proposal.

Discussion

Council's procedure for Open Space Development provides a two step process for the management of submissions.

The first step involves a mediation process to attempt to address concerns and have submissions (objections) withdrawn. Should mediation not resolve the concern, it is referred to a Submissions Review Panel, who upon hearing submissions, make a recommendation to Council.

Due to the very high number of submissions received, both for and against this proposal, it was very difficult to deal with these in a timely manner.

To address this issue, the Sport and Recreation department wrote to all individuals who made a submission and advised them of their option to be heard by the Advisory Committee of Council and/or attend a mediation session.

One respondent chose the mediation process and a session was held on Tuesday 3rd July 2012. This session proceeded amicably with the applicant confirming that most of the concerns raised, had or were already being considered.

Most of those who objected to the siting of the facility on Village Park elected not to pursue mediation and instead chose to speak at the Submissions Review Panel.

The Barwon Heads Early Learning Centre Submission Review Panel was convened on Monday 9 July 2012 to hear submissions regarding the Barwon Heads Early Learning Centre development proposed for Village Park Barwon Heads.
The panel (Advisory Committee) consisted of Councillors Granger (Chairperson), Abley, Farrell, Fisher, Macdonald and Richards.

The panel heard presentations from 29 people. Presentations were made both in support of and against the proposal. The key themes of the objections presented included:

- The value of the passive open space and losing the site to development;
- Surveillance issues created with the development;
- Impact on park users;
- Traffic implications of the development.

1. BARWON HEADS EARLY LEARNING CENTRE - SUBMISSIONS REVIEW PANEL (CONT'D)

The Submissions Review panel, having heard the above submissions and having considered those that were provided in writing, unanimously supported the development of the Barwon Heads Early Learning Centre at the Geelong Road, Village Park site. In providing its support for the development the panel also recommended that the following issues be addressed in the design process:

- Passive Surveillance;
- Traffic management;
- Sympathetic design interface to the parkland.

Environmental Implications

Environmental aspects associated with the use of the proposed site have been considered and would be managed as part of the project.

Financial Implications

This project is currently funded through budget allocations in 2012/13 and 2013/14.

Policy/Legal/Statutory Implications

Council has followed its Approval Procedure for Open Space Development Projects.

An advisory committee of council was formed by resolution on 12 June 2012. This committee heard respondents who wanted to speak to their submissions.

This report is now being presented in accordance with the terms of reference developed for the advisory committee of council.

Officer Direct or Indirect Interest

No officer preparing this report or involved with the project has declared a conflict of interest.

Council's General Manager Community Services has declared a conflict of interest in relation to a previously identified site option. Her involvement in the project has remained focused on service provision requirements.

Risk Assessment

This project is being managed in accordance with the necessary risk procedures.

Social Considerations

The decision to support the location of the Barwon Heads Early Learning Centre on Village Park represents a compromise between the acknowledged value of open space in the community and the communities need to develop an early learning centre.

This compromise was required after other options such as the Barwon Heads School site were found not to be viable.

1. BARWON HEADS EARLY LEARNING CENTRE - SUBMISSIONS REVIEW PANEL (CONT'D)

Communication

Council have conducted an extensive notification and advertising process and this is evidenced by the size of the response.

All respondents will be advised of Council's decision.

2. G21 REGIONAL GROWTH PLAN UPDATE - PHASE 4: FINAL REGIONAL GROWTH PLAN

Portfolio: **Planning - Cr Macdonald**
Source: **Economic Development, Planning & Tourism**
General Manager: **Peter Bettess**
Index Reference: **G21**

Summary

- A final G21 Regional Growth Plan has been prepared for adoption by the five G21 councils. The final Growth Plan, associated Background Report and Engagement Report has been developed following three stages of community engagement;
- The last engagement stage was on the draft Regional Growth Plan. The engagement process was completed in May 2012 and included six 'open House' drop in information sessions held around the region and online surveys, forums and polls;
- While there were broad levels of support for the draft Plan, consultation feedback, surveys and written submissions identified a range of suggested improvements. The key themes emerging included:
    - the timing, priority and boundaries of the Further Investigation Areas;
    - identification of additional growth areas;
    - the case for growth – should be more aspirational or alternatively strongly questioned;
    - environmental and economic considerations;
    - infrastructure capacity and improvements particularly public transport;
- These submissions have been considered along with project partner issues in developing the final Regional Growth Plan and have resulted in a number of key changes;
- The key elements of the final G21 Regional Growth Plan include:
    - A revised context section providing a greater understanding of the regions significant connections and linkages, environment and economy and clarifying growth activity;
    - Revised mapping – context maps, urban Geelong map, asset maps;
    - A revised assets analysis;
    - Minor changes to the Principles for Growth;
    - Clarification of major settlement breaks and reinforcing the role of all settlement boundaries as breaks;
    - Further clarification and direction around Further Investigation Areas and sequencing and short, medium and long term timeframes;
    - A revised Delivery and Implementation Section.

2. G21 REGIONAL GROWTH PLAN UPDATE - PHASE 4: FINAL REGIONAL GROWTH PLAN (CONT'D)

- The final Regional Growth Plan is being considered for adoption by each of the G21 Councils before being forwarded to the Minister for Planning for consideration and approval and then implementation into planning schemes;
- The report recommends that the Regional Growth Plan be adopted as presented and forwarded to the Minister requesting approval and preparation of a planning scheme amendment;
- The report also recommends that the next project phase of developing an Implementation phase be supported.

Cr Macdonald moved, Cr Abley seconded -

That Council:

1) **adopt the G21 Regional Growth Plan as endorsed by the G21 Regional Growth Plan Project Steering Group;**
2) **request the Minister for Planning to approve the G21 Regional Growth Plan as adopted and consult with G21 Councils on implementation into planning schemes;**
3) **support the development of a G21 Regional Growth Plan - Implementation Plan in partnership with the G21 councils and state government.**

Cr Richards left the meeting room at 8.53pm
Cr Richards re-entered the meeting room at 8.55pm

Carried.

Report

Background

The G21 Regional Growth Plan (RGP) is one of eight growth plans being developed across the State.

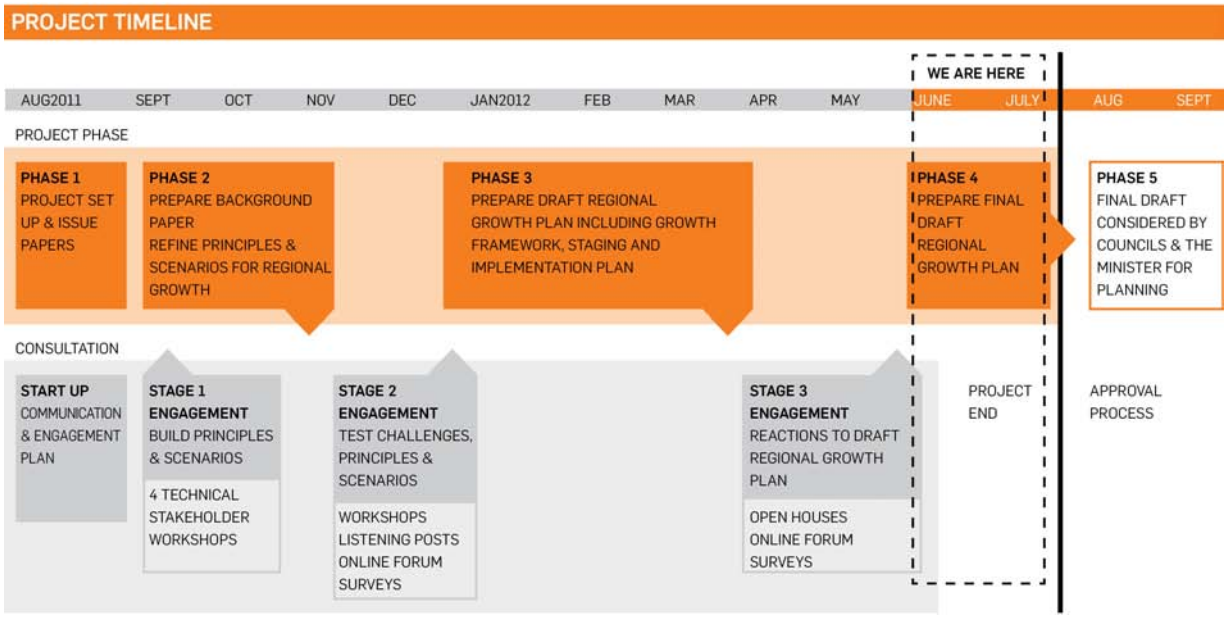
The primary purpose of the Plan is to provide a regional level land use and settlement planning framework that responds to anticipated growth to 2050.

The G21 RGP project is a G21 Planning and Services Pillar project and has been managed by the G21 RGP Project Steering Group (PSG), a partnership of senior officers from G21, G21 councils, the Department of Planning and Community Development (primary project funders) and other State Departments and Agencies including Barwon Water, Corangamite CMA and the Committee for Geelong. A Technical Reference Group, Project Team, Engagement Team and project management team has ensured that the project has been delivered to the agreed timelines.

An update of the project progress was provided to G21 Councils in February/March 2012 before the release of the draft RGP.

The final G21 RGP has been developed over four project phases and three engagement stages as shown on the following timeline diagram:

2. G21 REGIONAL GROWTH PLAN UPDATE - PHASE 4: FINAL REGIONAL GROWTH PLAN (CONT'D)



The G21 RGP project has now completed Phase 4 with the unanimous endorsement of the final RGP, the Background Report and Engagement Report by the Project Steering Group on the 9th July 2012 following consideration and assessment of submissions and project partner responses. The final package of materials includes a final G21 Regional Growth Plan, Background Report and Engagement Report.

Discussion

Developing the Growth Plan

The Growth Plan aims to provide a strategic land use and settlement framework linking the G21 Region Plan vision, objectives and directions with a state wide planning. The Plan does this in the context that the regions population is growing at a steady rate (1.6%) and on current growth trends likely to reach 500,000 by 2050 from a base of around 294,000 (ABS 2011). Major infrastructure investment is likely to stimulate higher growth activity. As we grow it is essential that our resources are adequately managed and our infrastructure planned to respond to growth in a way that is sustainable, efficient and cost effective.

Growing the region will support a stronger and more robust economy and attract a diverse community. If planned for well, it will provide more access to employment and retail, social, community, sporting, entertainment and cultural services and facilities. The challenge for the G21 region is to evolve as a self-sustaining region that uses existing infrastructure and land more efficiently.

The G21 Regional Growth Plan provides direction for this growth by identifying:

- opportunities for managing the future growth of population, employment and housing;
- opportunities for supporting regional level infrastructure, providing an essential contribution to the long-term sustainability of the region.

2. G21 REGIONAL GROWTH PLAN UPDATE - PHASE 4: FINAL REGIONAL GROWTH PLAN (CONT'D)

The final RGP provides a framework that can accommodate a population of 500,000 (an additional 210,000 people) at current projections and also has the capacity to respond to more vigorous population growth rates and cater for a larger population (i.e beyond 500,000). Central to the Plan is that release of new growth areas needs to be considered in the context of infrastructure capacity and priorities and linked to regular monitoring of land supply to ensure sufficient and appropriate land supply exists.

The final RGP has been built around an understanding of:

- the important role our region plays and its linkages within and connections to Melbourne and other regions. The Plan seeks to strengthen these linkages and where necessary improve connections;
- the challenges of growth including providing necessary infrastructure and services, climate change, maintaining our environment and liveability, skills development, provision of jobs and housing choice. The Plan identifies the need to provide land and infrastructure to provide the necessary 80,000 additional jobs required;
- the principles which should underpin planning for the region. Nine principles have been developed to shape the Plan (see below);
- the 'givens' – areas vulnerable to risk such fire, flood, coastal inundation and erosion or requiring buffers or protection such as sensitive natural environments and major infrastructure assets. The Plan directs growth away from areas of high risk and identifies the need to build resilience in our major public land assets;
- our significant assets including natural and earth resources, our environment, cultural heritage, tourist trails and routes, agricultural land, transport infrastructure, coasts and waterways etc which underpin our competitive advantages. The Plan looks to protect significant areas from the impacts of growth while building on existing transport infrastructure and resource opportunities;
- our competitive advantages – the regional strengths and assets around which a sustainable economy can be built and to provide the necessary variety of jobs. The Plan has been informed by projects such as the draft G21Economic Development Strategy and builds on these;
- the role and interrelationships with other projects, strategies and studies. The Plan builds on or is consistent with strategies and projects such as the Regional Rail Link, Princes Highway duplication and Geelong Ring Road, the Metropolitan Strategy and the Great South Coast and Central Highlands RGP's, the CCMA's Regional Catchment Strategy, Barwon Water's Water Plan, the Victorian Coastal Strategy, G21 pillar and priority projects, Vision II etc;
- existing planned growth. The Plan reinforces and builds on existing Council approved Structure Plans and Urban Growth Strategies;
- Community feedback through three stages of consultation.

Principles for Growth

The RGP is underpinned by nine growth principles which were developed and refined over three stages of engagement and have been well supported:

1. Optimise infrastructure and consolidate
2. Diversity, knowledge & innovation

2. G21 REGIONAL GROWTH PLAN UPDATE - PHASE 4: FINAL REGIONAL GROWTH PLAN (CONT'D)

3. Unique & connected communities
4. Protect, restore & enhance our unique environment
5. Food, water & energy security
6. Live, work & participate locally
7. Build our economy
8. Accessible Transport Choices
9. Balanced, Consistent & Collaborative Approach

Planned and incremental growth

Through local planning strategies, the G21 councils have mapped out 20-30 years supply of zoned and strategically identified residential and employment land. This land will allow the region to grow over time and accommodate a further 128,000 people. This is consistent with unpublished data (DPCD) which suggests that the City of Greater Geelong has a zoned lot supply of around 12-15 years and identified supply of around 17 years. Analysis of additional infill uptake particularly in the City of Greater Geelong suggests that over a 20 to 30 year timeframe a further 82,000 can be accommodated. This equates to a total population of around 500,000 and suggests that no additional urban expansion beyond that already mapped out is likely to be required in the short term unless in response to major growth or land supply inequities.

The Regional Growth Plan

The key elements of the growth framework include (refer Settlement and Employment Directions and Major Infrastructure Directions maps included in Appendix 2-1):

- Accepting and building on the planned growth picture already identified through Council Structure Plans;
- Focusing on the identified growth nodes and district towns across the region providing key services and facilities to surrounding areas. This builds on existing infrastructure including road and rail networks and proposed transport projects, provides for more sustainable centres including stronger local employment options and reduced travel to work. This also shifts the growth pressures off smaller coastal settlements to preserve character and identity;
- Reinforcing the importance of Central Geelong as a vibrant and active regional city and Victoria's second city. A strong successful City is critical to the region and to broadening skills and innovation by building on existing cultural, health and education strengths;
- Targeted infill areas for medium to high density living including Central Geelong, West Fyans Structure Plan Precinct and Corio – Norlane. This will support better utilisation and improvement of infrastructure and services including public transport and maintaining a focus on urban regeneration priorities. It will also assist in developing a broader range of housing choices to meet changing household types;
- In the longer term (post 10-20 years) additional growth proposed in Colac and Winchelsea above the proposed planned growth. This will help to share some of the benefits of growth across the region, strengthen employment/investment opportunities and address localised issues – loss of youth, areas of disadvantage etc;

2. G21 REGIONAL GROWTH PLAN UPDATE - PHASE 4: FINAL REGIONAL GROWTH PLAN (CONT'D)

- Identification of two further investigation areas to the north and west of the Geelong Ring Road for possible development beyond planned growth. These areas provide the capacity to respond to longer term growth needs or if projected growth rates increase significantly. The Plan identifies a process for considering the planning of these areas linked to an Infrastructure Plan;
- The importance of planning for employment growth with population growth including strengthening existing employment nodes and identifying new areas for employment close to transport networks and major population centres;
- Ensuring boundaries of towns are clear and breaks between settlements are managed carefully;
- Identification of the major infrastructure required to support a region of 500,000 and beyond, including transport and road networks and corridors;
- An infrastructure/land development sequencing which prioritises existing and identified planned urban areas, district towns and identified growth node towns ahead of Further Investigation Areas which are not required within at least the next 10 years under either a base growth (1.5%) or higher growth (2.5%) rate;
- An implementation strategy including the development of an Implementation Plan focusing on developing an Infrastructure Plan for regional infrastructure; investigation of identified Further Investigation Areas, investigation of urban regeneration projects and incentives and land supply monitoring;
- Further work is also identified to address issues relating to a larger region including building resilience into public lands, coastal adaptation planning and ensuring integration with other planning strategies and projects. Ongoing commitment to a range of G21 pillar projects will be particularly important as the region grows particularly those related to the environment, recreation, health and wellbeing, affordable housing to name a few. The RGP sets a planning framework around settlements and major land use around which these projects can be developed.

Consultation and engagement

Throughout the three stages of engagement over 250 people participated in workshops, world cafes and open houses around the region with around 250 surveys or made written submissions Those involved in the engagement activities represented a cross section of interests, issues and sectors and geographical areas. The majority of contributors identified themselves as community members with the remainder comprising business owners, local interest group representatives, developers and government.

Throughout the development of the Growth Plan a range of stakeholders have been directly engaged to assist in the gathering of data, identify major issues and opportunities and to identify other key strategies or projects under consideration or development. A summary of the engagement activities, survey feedback and submissions is contained in the G21 Regional Growth Plan Engagement Report July 2012 which will be released with the adopted RGP.

The key engagement stages were:

- **Stage 1 September and October 2011** Targeted stakeholder workshops in Geelong and Colac focused on identifying the challenges associated with growth in the region; identifying principles and developing a range of scenarios for growth.

2. G21 REGIONAL GROWTH PLAN UPDATE - PHASE 4: FINAL REGIONAL GROWTH PLAN (CONT'D)

Participants included representatives from state and local government, a range of authorities and agencies, business and industry groups, environment groups, development industry representatives, resident groups and other community based groups.

- **Stage 2 November/December 2011** Focused on receiving feedback on the identified growth challenges, principles for growth and three possible growth scenarios for. The six week engagement period included 5 workshops and 30 listening posts located around the region, static displays, surveys, polls and an online forum. Over 240 people contributed to Stage 2 Engagement through participation in the workshops, completing surveys and providing written submissions. The responses were reported in the previous project briefing and included on the project website.

- **Stage 3 April/May 2012** Focused on receiving feedback about the draft RGP, including what people liked, what needed improvement and overall satisfaction with it. The 6 week period included six 'Open House' drop in information sessions around the region in addition to static displays, surveys, polls and an online forum. During this period over 1500 brochures and feedback forms were distributed to community members and groups, business and industry representatives and other stakeholders. Around 200 people contributed to this stage of engagement through participation in the information sessions and completing surveys (134) and providing written submissions (61). These are discussed below.

Response to the Draft Plan

An analysis of survey responses indicated that a high proportion of contributors thought that the draft Growth Plan RGP met the principles for growth 'very well' or 'mostly' and that they were 'very' or 'mostly' satisfied with the draft RGP.

The surveys also suggested that the elements of the draft Growth Plan people liked related to provision of greater certainty; identification of important infrastructure; mapped growth locations and focus on infill; preservation of rural characteristics and unique communities; and that it reflects collaboration between state and local government.

The primary areas of draft Growth Plan requiring improvement as identified in the surveys related to providing for greater protection of assets and green breaks; more defined and immediate planning for infrastructure particularly road infrastructure and more diverse and sustainable public transport options; better analysis and setting of sustainability targets; and a range of mapping improvement suggestions. The survey themes are summarised in Appendix 2-2.

The written submissions are summarised in more detail along with more expansive responses in Appendix 2-3. The key themes to emerge include (in addition to those above):

- the timing, priority and boundaries of the Further Investigation Areas. These submissions essentially sought to remove any priority between the two areas and to allow the market to determine timing. Some of these submissions were supported by further supply analysis and argued the link to providing affordability. Other submissions sought to expand the identified areas;

- the case for growth – should be either more aspirational (higher growth rates aspired to) or alternatively strongly questioned growth from an environmental and social sustainability perspective;

2. G21 REGIONAL GROWTH PLAN UPDATE - PHASE 4: FINAL REGIONAL GROWTH PLAN (CONT'D)

- identification of additional growth areas. This included nomination of additional sites at Portarlington (Pt Richards Road) and Torquay (Spring Creek, North Torquay);
- environmental - a greater focus on the environment including more specific environmental planning directions and sustainability targets, identified projects and greater recognition of cultural heritage and coastal/marine values, adequacy of water resources;
- economic considerations - a greater focus on the economy and jobs including tourism and Rural Zone challenges, buffer protection for major industry/resource assets;
- Infrastructure improvements particularly sustainable public transport options, bike networks and town by passes;
- Other – acknowledgement of Little River and Bellarine 2050 work etc.

All surveys and submissions were collated, summarised and assessed. Responses were developed and considered by the Project Steering Committee in the context of the primary purpose and role of the Growth Plan and its principles as well as existing local and state planning policy and legislation. Where possible many submission issues were addressed in full or in part through direct document changes however a number of submission issues were unable to be addressed. The feedback received resulted in a range of enhancements and revisions to the draft Growth Plan which are included in the final G21 Regional Growth Plan.

The more significant changes include:

- A revised context section providing a greater understanding of the regions significant connections and linkages, environment and economy and clarifying growth activity;
- Revised mapping – context maps, urban Geelong map, asset maps;
- A revised assets analysis;
- Minor changes to the Principles for Growth;
- Clarification of major settlement breaks and reinforcing the role of all settlement boundaries as breaks;
- Further clarification and direction around Further Investigation Areas and sequencing and associated changes to short, medium and long term timeframes allowing more flexibility linked to the sequencing of planned growth and land supply monitoring;
- A revised Delivery and Implementation Section.

A briefing on the final draft to project partner mayors and councillors, CEO's, Board Chairs and the Project Steering Group in July identified a range of further enhancements including:

- Context and linkages mapping – inclusion of linkages to Glenelg Highway and identification of the Marine Discovery Centre, reference to state policy relating to coastal inundation planning, greater reference to Background Report content including importance of social infrastructure and sustainability;

2. G21 REGIONAL GROWTH PLAN UPDATE - PHASE 4: FINAL REGIONAL GROWTH PLAN (CONT'D)

- Greater articulation of the role of the Plan and link to other critical projects responding to growth challenges relating to the environment, community and economy;

- Reinforce role and importance of agriculture and protection of opportunities for intensive agriculture and other production opportunities;

- Reinforce role of activity centres in district towns such as Leopold.

Requested changes not supported include:

- Fundamental changes to settlement and employment growth directions including role of Further Investigation Areas;

- Identification of other additional growth areas;

- Substantive changes to sustainability/environmental directions beyond the further work identified and the ongoing G21 pillar projects and by other agencies;

- Changes to the growth forecasts and rates of growth or assumptions around growth.

The RGP is primarily a land use and settlement framework to guide regional infrastructure priorities and local level planning. It is recognised that there are direct and indirect impacts of growth on the broader environment. The supporting material for the plan otherwise referred to as the 'givens' includes extensive consideration to environmental issues around sensitive and threatened environments, areas vulnerable to fire, flood and coastal inundation etc to ensure these areas are protected from the direct impacts of further growth.

The RGP acknowledges that more people will visit and recreate within the region as we grow resulting in indirect impacts on the environment. The RGP can't directly address all these issues, however it provides a framework for a range of further work to take place which will examine a range of risks and challenges associated with growth including the environment, catchments and coastal areas, affordability, economic transition and skills, health and wellbeing.

An extensive array of projects and strategies are under development which will help to address some of these challenges including G21 pillar and priority projects, local Council environmental strategies, CMA Regional Catchment Strategies, Victorian Strategy for Healthy Rivers, Estuaries and Wetlands, Barwon Water - Water Plan, Coastal Action Plans and Foreshore Management Plans, South West Landscape Assessment etc. The RGP specifically identifies as further work further coastal adaptation analysis along the coast and supporting the development of a public land strategy.

Next Steps

Following consideration of the RGP by each of the G21 Councils the Plan will be provided to the Minister for Planning for consideration and approval and planning scheme implementation. The final process for scheme implementation has not been determined however it is anticipated that pending the approval of the Metropolitan Strategy and the other seven RGP's that an interim step will be to reference the RGP in the State Planning Policy Framework. This will ensure the Plan provides a framework for more local level planning.

2. G21 REGIONAL GROWTH PLAN UPDATE - PHASE 4: FINAL REGIONAL GROWTH PLAN (CONT'D)

The development of the Implementation Plan is considered a major priority and it is proposed that existing project funding be used to develop the implementation plan over the next 12 – 14 months using the existing project governance model under the auspices of G21. This project will focus on:

- developing a Infrastructure Plan looking at the timing and delivery responsibilities for key regional level infrastructure to support and manage growth;
- planning for and sequencing of Further Investigation Areas linked to the Infrastructure Plan and a land monitoring process;
- investigating urban regeneration and existing planned greenfield site development barriers and incentives.

Environmental Implications

The RGP has been developed based on a sound understanding of a range of environmental constraints and data mapping sets, policy and legislative provisions and development of linked growth principles. Key agencies such as the Corangamite Catchment Management Authority and DSE are project partners and have provided input and peer review content and overview. Advice and feedback has been sought

from a range of other agencies and organisations including major coastal committees of management, Coastal Boards, Traditional owner groups etc.

Financial Implications

The project is funded by the G21 Councils and state government. The project has been completed within budget. Remaining project funds will cover the Implementation Plan development over the 2012-13 financial year.

Policy/Legal/Statutory Implications

The project work is consistent with existing state and local planning policies. The Growth Plan implementation directions have identified measures to give the Plan strategic and statutory weight.

Officer Direct or Indirect Interest

Officers involved in developing the report have no direct or indirect interests.

Risk Assessment

A risk and issues log has been maintained during the project. A project governance structure and engagement plan has been developed to manage and respond to project risks.

2. G21 REGIONAL GROWTH PLAN UPDATE - PHASE 4: FINAL REGIONAL GROWTH PLAN (CONT'D)

Social Considerations

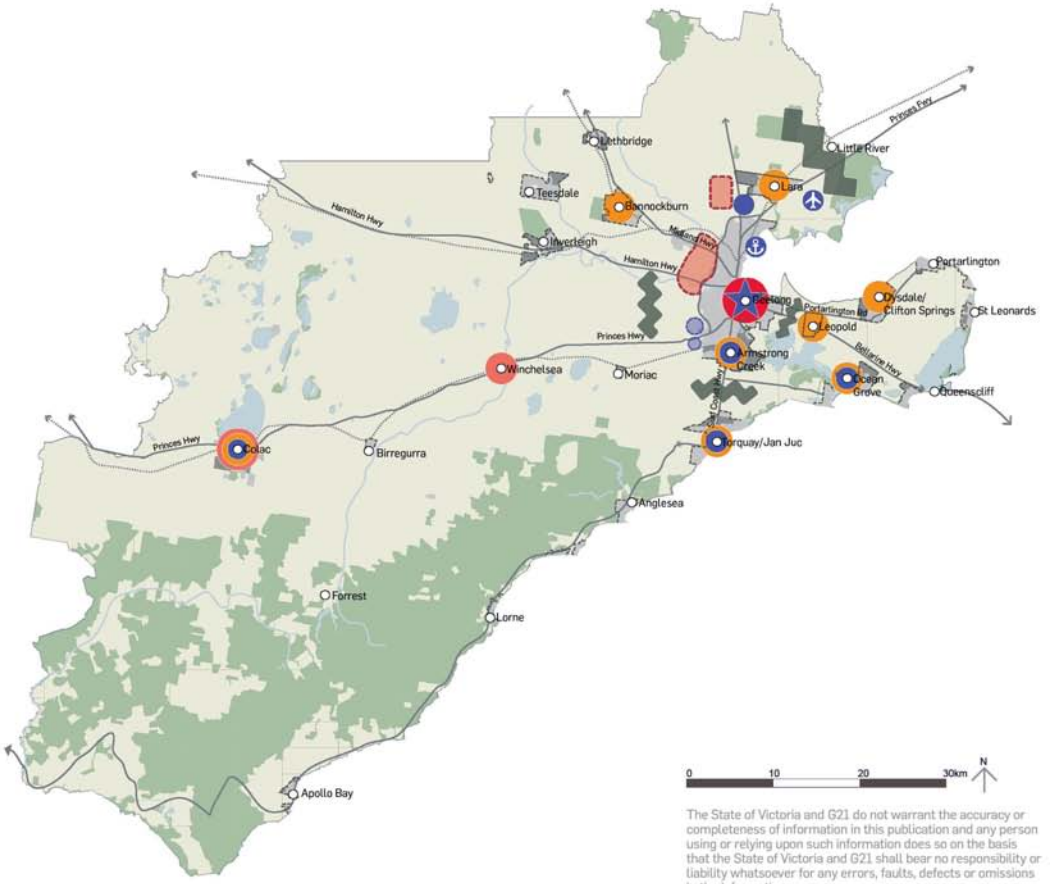
The development of growth principles and directions has been based on the detailed examination of available data on areas of social disadvantage, health and wellbeing, housing affordability and community infrastructure. Key agencies such as the DPCD are project partners, while other agencies including DEECD, Department of Health, Department of Housing, Deakin and the Gordon, Barwon and Colac Area Health have been engaged in the project data collection and workshops. A range of other groups and agencies representing youth, multicultural, cultural heritage, tourism and business groups, community and resident groups etc have been engaged directly or invited to participate.

Communication

A robust and detailed Communications and Engagement Strategy has been developed and run for the project. Communication and engagement activities have been identified in the report and attachments. The final RGP has been developed with a high level of project partner support and ownership.

APPENDIX 1
SETTLEMENT AND EMPLOYMENT GROWTH AND MAJOR INFRASTRUCTURE DIRECTIONS MAPS

MAP 7 – SETTLEMENT AND EMPLOYMENT GROWTH DIRECTIONS



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Reinforcing the role of Central Geelong as a regional city and Victoria's second largest city
Major infill is proposed to support the revitalisation and strengthening of central Geelong.

Supporting the growth of Geelong with a focus on infill housing opportunities
A focus on infill housing opportunities at targeted activity centres and Key Development Areas as identified in the Greater Geelong Planning Scheme.

Supporting planned growth and reinforcing the role of district towns
Encourage growth of district towns or centres consistent with existing Structure Plans/Growth Plans. With Armstrong Creek, this will accommodate a further 125,000 people over the next 20 – 30 years. Development of underutilised sites and urban infill is actively recommended within these settlements to ensure a range of housing choice.

Introducing new targeted growth nodes
Grow Colac to a town of 20,000 and Winchelsea to a town of 10,000. Further strategic work will need to be undertaken for both towns to identify the most appropriate areas for growth and to identify major incentives to support growth. These areas are not anticipated to be required until at least 2030-2040.

Identification of two Further Investigation Areas in Geelong
Potential development of these areas, is not likely to be required ahead of identified planned growth. They will require further assessment of suitability and capacity for growth and the monitoring of land supply within the region to determine timing. The Lovely Banks area near Lara potentially has a higher priority, given greater connection to Melbourne and links with proposed national transport logistics employment areas.

Strengthening and protecting the identified existing and planned employment areas (shown on map)
As well as tourism precincts and district town activity centres (not shown on map).

Maintain productive agricultural areas
Consistent with existing Rural Land Use Strategies and includes opportunities for broadacre copping and livestock, intensive livestock and horticulture, irrigated agriculture, forestry and emerging agricultural activities.

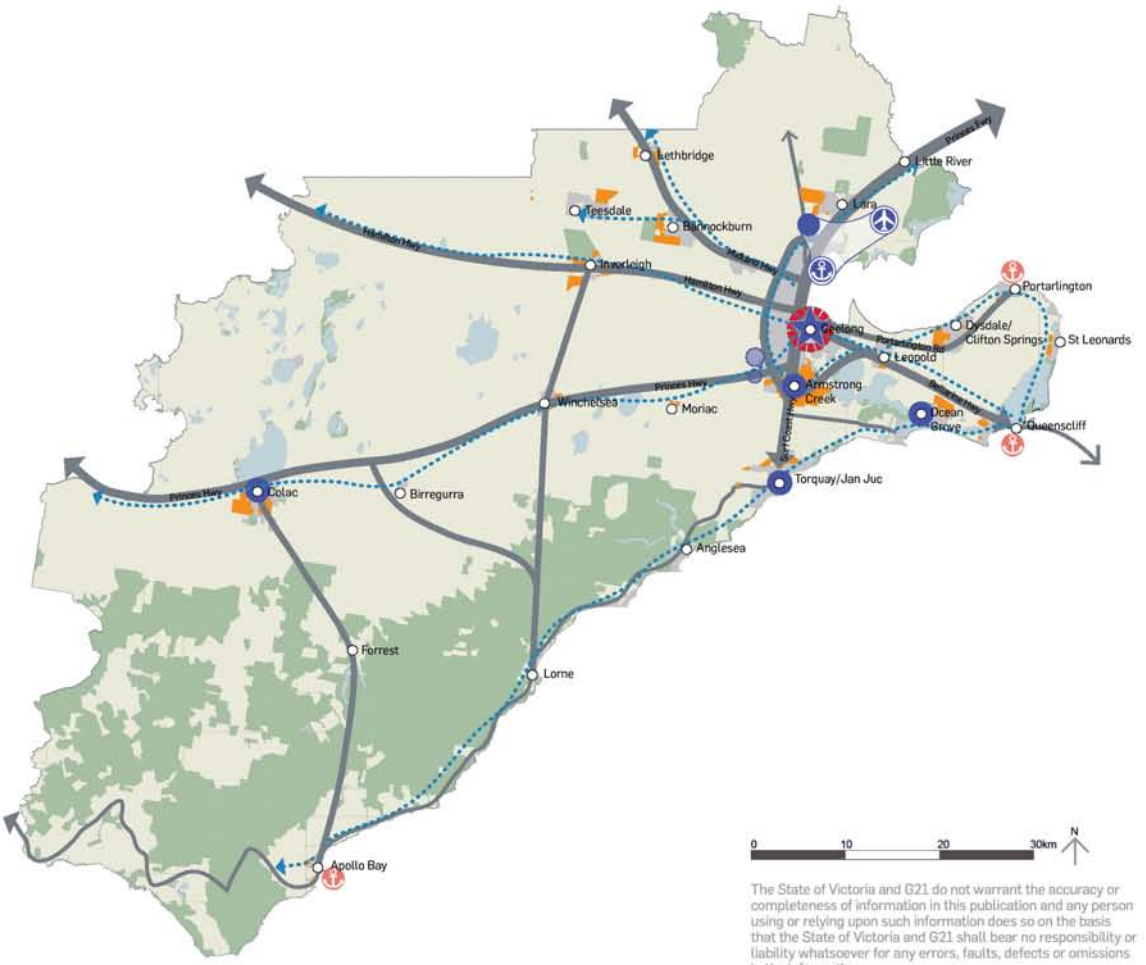
Identifying new employment nodes
A new Education, Health and Research Hub at Deakin University, the long term potential employment hub at Waurn Ponds South, subject to further investigation, and the expansion of industrial employment areas in Colac and Winchelsea, subject to more detailed planning.

Identification of four key settlement breaks
Discussion provided in section 4.11.

Designation of settlement boundaries for all towns
The region's other rural and coastal settlements will continue to experience modest growth and play an important tourism and agricultural role to surrounding areas. Growth will be limited to identified structure plan settlement boundaries.

Maintain and enhance natural assets
Protect and build on our natural assets by maximising key opportunities to link and rehabilitate ecosystems and enable sustainable and planned productive uses. Sustain the health of our natural assets by considering future challenges in the management, planning and development of these assets.

MAP 8 – MAJOR INFRASTRUCTURE DIRECTIONS



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An efficient and equitable public transport, road and freight network leveraged off existing infrastructure

As the region grows, pedestrian, cycling, public transport, freight and car transport options are needed to match growth. Medium-term growth is supported by initiatives already implemented or committed such as Regional Rail Link and the duplication of the Princes Highway to Colac. Further investigations are needed to identify transport infrastructure and service solutions.

Providing infrastructure and services for planned growth areas and infill development

Given the number of growth fronts across the region, a sequencing plan will need to be developed to ensure the most cost effective ways to deliver community and physical infrastructure and services to support planned growth.

Development of a national transport and logistics precinct

Focus on developing the roles of Avalon Airport, Geelong Port and the GREP as key national and regional economic assets, including a potential intermodal facility along with efficient connections between them.

Strengthening Central Geelong

Continue to develop Central Geelong as a major regional city and Victoria's second city by supporting growth in the education, health and services sector, increasing the number of people living in the city and delivering key outcomes such as the convention centre, Yarra Street Pier, Cultural Precinct and Vision II initiatives.

Land and infrastructure for existing, and future employment nodes

Needs to be provided across the region to enable people to work within close proximity of home, to promote economic growth and to support the development of agriculture and tourism.

The rollout of the NBN

Constantly growing new technology over the next 40 years within the region is essential to support the current functions and growth of the education, health and services sector in addition to other businesses and residents.

Building on the region's capability in education, knowledge and research

Support the growth of Deakin University, The Gordon, Barwon Health and other major education and health service providers and research organisations such as CSIRO.

Maintaining and improving natural infrastructure

To build landscape resilience and the environmental condition of the region's parks and reserves.

Efficient and cost effective roll out of water infrastructure and services (not shown on map)

Use of recycled water for irrigation and intensive agriculture will strengthen agribusiness in the region. This, as well as increased use of other alternative water sources, such as rainwater and stormwater, will provide environmental and liveability benefits and make our communities more resilient to future uncertainties such as climate change.

Develop and build new renewable energy sources (not shown on map)

Based on the region's strengths in geothermal power and wind energy.

APPENDIX 2
SURVEY THEMES

Excerpt from G21 Regional Growth Plan Engagement report:

1. What people liked about the draft Growth Plan

People responding to the survey were asked what they liked about the draft Growth Plan. Main themes put forward by the 59 people who responded to this question are shown below. Note that positive statements made by the 46 people who provided 'other comments' via the survey, along with other comments made at the 6 Open Houses and via the online forum are included.

Key Theme – What respondents liked about the draft Growth Plan….	Brief Description/Main factors mentioned
Growth or management of growth is in right places (10)	Limits growth in Torquay/Jan Juc; Torquay growth area to north only; Increases growth in Colac and Winchelsea; like that Barwon Heads not designated for growth; development has been planned - discreet areas of industrial, residential areas; like that Colac and Winchelsea are recognised growth areas; Like the growth in Winchelsea; Good that Spring Ck is not included; Support redevelopment in Moriac; Lara rural living at its best leave the 5 acre blocks alone, let Lara have lifestyle options; diversity of localities is good; impressed with the designated growth areas; respects to variety of communities and settlements already in the region – unique small settlements not threatened; that Birregurra is not a major growth area; no industry between Little River and Lara
Infrastructure provision is essential for growth (10)	Transport needs, strategic investment in infrastructure, sequencing, roads, revitalisation of the port; support heavy rail; provision of better transport systems; reassuring because it is a move away from unhindered growth without good infrastructure/resources; Princes Hwy corridor – increase frequency and timing of trains; purchase Pt Wilson to expand Port activities; Avalon has so much potential for development, need to expand accommodation to support Avalon
Draft Growth Plan provides certainty for people going forward (9)	It gives an indication of where future growth is most likely to occur and therefore some certainty for people in the region; areas for future growth have been made clear; looking at the overall picture and planning for the future; vision reflects what everyone hopes for; Everyone will know where we are heading into the future – in the past it has been obvious that only a 'privy' group of business people and investors have been made aware of where we are heading, and they have been able to take advantage of this situation; good planning foresight; logical approach to long term planning

Key Theme – What respondents liked about the draft Growth Plan….	Brief Description/Main factors mentioned
Retention of rural characteristics (inc farming) and unique communities across the region (for aesthetics, livelihood & food security) (9)	Preserving the rural characteristics of regional centres between Geelong and Melbourne; Greenbelts between Torquay and Geelong and in Lara; preserving town boundaries, keeping/increasing farming land; Glad the draft plan is not just focussed on employment and growth at the expense of farming land; Like separate towns; the intention to keep farming alive and expanded
Growth Plan reflects collaboration between state & local governments and balances the interests of all sectors (8)	That the 5 councils have worked together to ensure better planning; incorporates all sectors (business, activists, government) doesn't favour one; consolidates the 5 shires into one plan enabling state government to give greater focus to the region; drawing the interests of all not just one area; glad it is not just focussed on population growth/residential
Infill is necessary (but don't replicate Melbourne) (7)	Infill development in Geelong; that it's not completely about high density – why replicate Melbourne; prefer infill rather than sprawl; build the capacity of inner and northern suburbs for economic and residential development; brownfield development is vital to N Geelong revitalisation; Need consolidation to prevent urban sprawl (very important); higher density housing; revitalise city centre especially Moorabool and Ryrie Streets
Draft Growth Plan is easy to read and understand (4)	Clear and easy to understand; all of the main points have been covered, it is easy to follow; well explained
Protection of the environment (4)	Protection of natural assets, building new linkages between them
Broad opportunities for employment across the region (2)	Business/employment precincts in Waurn Ponds; focus on jobs diversity; glad it is not focused on population growth and employment
General positive comments (7)	The economic development strategy was outstanding – the 'open for business' approach allows investors and business leaders to prick they ears up and at least consider options; agree that towns such as Moriac with low density residential lifestyle options will experience modest growth; identification of critical projects and future studies; like the 8th principle; if we are growing this is all good; transport options on the right track; like that it covers the entire region in one plan; will help to attract investment

General comments about the Growth Plan process:

Appreciation of the opportunity to contribute and that this input is reflected in the draft plan (13)	The opportunity to have my opinion taken into consideration; the plan is very reflective of the consultation that has occurred, drawing in the interests of all not one area; wondering if there will be ongoing opportunity for community input; appreciate that the project has been so open to public input, thank you for coming to Lara; appreciate the OH - it enables people's opinions to be heard and have the plan explained; helpful to know what is planned for the region; Great to see the process is on time; Compliments to all for the degree of availability for discussion and depth of discussion on some difficult subjects. Very welcome opportunity to talk

2. What people didn't like about the draft Growth Plan

The survey asked respondents to identify ways in which the draft Growth Plan could be improved. Fifty people responded to this question; the main themes suggested for improvement are shown below.

Note that negative statements made by the 46 people who provided 'other comments' via the survey, along with other comments made at the 6 Open Houses and via the online forum are included.

Key Theme – What could be improved in the draft Growth Plan	Brief Description of concerns
Need better protection of natural assets and greenfield/buffer areas (20)	Don't use word 'development' next to 'natural assets' – protect and enhance only; greater protection of local environmental assets e.g. You Yangs, Serendip; better recognition of important environmental & tourism potential; brown and grey field development should be included to protect greenfield resources; Don't like the separation zigzag between Lara and Little River – could it be light industrial? Be clearer about what can happen here; need significant buffer between N Geelong & W Melbourne; Need an appropriate buffer between future growth to the south west of Melbourne and north Geelong but ensure planning legislation enshrines this – otherwise urban sprawl and congestion will result; Town boundaries and open space areas must be retained; higher density living is imperative to protect green belts/agricultural land; protect significant new corridors around bypass and don't let it be totally built out (Geelong Ring Road); Stop promoting region as coastal centric – provide greater recognition of other environmental and tourism assets; protect significant views, wetlands, grasslands; provide wildlife corridor between You Yangs and Serendip; Need specific guidelines for buffer zones; could include principles/guidelines for urban/rural interface; need zoning and dialogue

Key Theme – What could be improved in the draft Growth Plan	Brief Description of concerns
Improve planning for road infrastructure (12)	Anglesea roundabout – first stopping point now that that the ring road goes through; better roads; better access needed from Ocean Grove towards Bellarine Hwy; more focus on future demands re road access (inc to Melb); vehicle bypassing of Geelong may need to be 3 lanes when Armstrong Creek fully developed; bypass Colac required; locations for truck stops; possible congestion on ring road/Princes Hwy; Bacchus Marsh Rd Missing; retain Ring Road vista
Need more diverse and sustainable public transport options (10)	Incorporate more emphasis on sustainable transport, prioritising walking, cycling and public transport; specifically integrating and implementing an on-road Principal Bicycle Network into the planning scheme; Preserve a corridor that would allow rail transport to Torquay; More focus on public transport demands for the future; tramway from the peninsula across to Fyansford and Lara to Torquay; Last box (pg 52) re: increase capacity of rail is ambiguous. Is this about getting people off the train at Lara and then onto buses to go elsewhere? Portarlington Safe Harbour; more frequent trips on public transport; trains not useful for those working in outer Melb suburbs; Link up of bike trails around Forrest/Birregurra/Colac and Beech trail
Essential infrastructure and services need to be planned now (10)	Make infrastructure improvements a priority; need to plan now for the infrastructure to support the planned growth; have the infrastructure in place before increasing growth eg. public transport, better roads, better facilities (water/farming/energy); more detail on the services that are going to be provided eg. shopping, child care, health etc; put infrastructure in the growth areas; need to provide infrastructure to support the growing population – trains are already standing room, the road is bottlenecked and water in unavailable in drought years; support new health services in the region (eg. Epworth hospital), need more health services for the population, need more parking around railway stations to encourage use; infrastructure provision needs to be fair and equitable across region – smaller rural settlements and those targeted for 'modest growth' can't miss out; Sustainable transport options should not be a 'bolt on' after thoughts as it has been in our region – we must acknowledge the significant problems that currently exist and plan to address them
Improve maps (9)	Improved maps showing regions that surround the G21 and their influence; the brochure should show the identified areas in more detail – larger diagrams – too hard to read; keys not correct on some maps and confusing; better colour differentiation on maps, Bacchus Marsh Rd Missing; colours on maps makes it hard to interpret on computers; Little River needs to be shown; map is misleading the scale makes the settlement break look huge

Key Theme – What could be improved in the draft Growth Plan	Brief Description of concerns
Need better analysis and targets re sustainability, carbon emissions, climate change, water security (8)	Set some sustainability targets – currently G21 only responds to growth – there is no imperial evidence which shows whether our region can support a growing population from a community, environmental, cultural and economic perspective; No analysis on how this plan will support carbon emission reduction targets; scrap Growth Plan and take note of environmental indicators which are telling us that we are consuming the planet's resources faster than it can be sustained; no explanation as to how the growth/infrastructure will be sustainable (e.g. policies re use of materials, opportunities for sustainable businesses); no mention of climate change impacts; What about water resources?
Align growth areas with existing infrastructure (5)	New developments where there is little or no infrastructure needs to be stopped; question Bellarine Peninsula towns (eg Drysdale, Clifton Springs) being identified for growth – currently not enough infrastructure to support summer peaks; Geelong should be larger; use what is already zoned to create new employment precincts eg. don't need to rezone new areas for intermodal use area around Avalon
Plan for emerging agricultural practices (4)	Include sections where intensive agriculture might go – where future investment will identify those developments; encourage intensive agriculture in Thompson Valley; local produce is vital, farmers markets/ organic farming should be encouraged (is a growth market); need to enable more than one house on farming land to redress rural township decline, need opportunity to expand farms to increase productivity
Need commitment from state and federal decision makers (4)	Have the state government as a stakeholder and pin them down; continue to lobby the state and federal governments; Hard to get political commitment ($) to implement, can't leave it to the market – would be just greenfield sprawl. Sceptical given government's preference for Melbourne docks over Corio Bay for on & offloading cars, and their desire to 'balance the budget'; plan needs financial commitment.
Need to see the action (4)	Concerned that things won't happen, it's all good to plan but need action; actions are light on; need the next stage of detail; the principles need to be practiced; still many unknowns
Want more emphasis on the needs of society (4)	Less on the needs of developers; move it along quicker – urban renewal needs to happen much more quickly – blight on Geelong; Plan needs to provide specific strategies relating to wellbeing and liveability; worried that Colac growth will be only from Corio overflow – how do we attract diversity of people and industries?

Key Theme – What could be improved in the draft Growth Plan	Brief Description of concerns
Need more detail re employment sources and opportunities (3)	Explain where the growth in employment in Torquay/Jan Juc area is supposed to come from (surf industry contracting not expanding); Loss of manufacturing areas (eg. Ford and Alcoa) and subsequent employment are skimmed over; show where industrial employment areas will be in the future – want to stay working in the area – what sorts of work will there be?
Need more detail about Settlement and Growth Directions (3)	Need to prioritise the Settlement & Growth directions & assign timelines; no detail as to how S&D directions will be implemented; don't understand how Colac Otway Shire can push for development of investigative areas without adequate time being given for infill development; The investigation area in North needs to extend further north; don't like that I can't sell my land;
Need more detail re industrial areas (3)	want to know what is planned for the industrial sector – Growth Plan not specific enough; light industrial should go north of Lara; not enough land for industrial use – or if there is it is not clear – need to ensure sufficient land is set aside
Consider and highlight neighbouring regional issues (2)	How the plan should respond to the peri-urban area land use issues around Melbourne; Show regions that surround the G21 and their influence
Don't assume that population growth is 'Aspirational' (2)	Many in region don't aspire to exponential population growth; There will be paradigm shift due to peak oil, economic upheaval
Address environmental impacts of changing land uses (1)	Contaminated land when industries leave (e.g. Ford, Alcoa) needs to be addressed in the planning of new areas
Need to engage people in the future (1)	Challenges section could have included and highlighted the need to develop more community governance models that meaningfully engage a greater diversity of people.
Ensure affordable Housing (1)	To have some means of ensuring that a proportion of housing is affordable both as purchase and social housing.
Encourage more connected communities (1)	Connection between communities needs to be better encouraged
Acknowledge traditional owners (1)	Need to acknowledge the traditional owners/country in the plan – leads to missing the story about the environment and cultural tourism
Avoid high density (1)	Against 20/hectare development.

General comments, including those of less strategic detail included:

Key Theme – What could be improved in the draft Growth Plan	Brief Description of concerns
General (15)	Should have done 'backcasting' – dream, imagine rather than forecasting; infrastructure in Lara is inadequate; should acquire Point Wilson pier to complement port activities, bypass Melbourne; Lara/Avalon area unique – interstate rail, major highway, airport, port , Pt Wilson; COGG needs to be more lenient with parking around the Geelong Hospital – more free parks and long term spaces for visitors and family; parking fines too high; want to cut my Lovely Banks 5 acre block in 2 x 2.5 acres; Areas that are prone to bushfires and flooding should not be developed; statement re role of structure planning could be strengthened to add that the desire to channel growth to the major growth areas, does not preclude consideration of modestly increasing settlement boundaries for smaller townships outside of the major population and employment growth precincts; It needs to be easy for people to develop land; the authorities need to be helpful rather than make it difficult; Food will need to be imported into the region; need more detail about assumptions re confirmed growth and its implications socially, environmentally, economically; expand Geelong Yacht Club marina; eco accommodation near airport; Lara speedway is hardly an appropriate greeting – more needs to be done to smarten up this access to Geelong and remove eye-sores.
More detail sought regarding issues around Lara (12)	Want to know what is happening with the intermodal; Updates to be supplied to Lara bodies or direct to Lara residences and businesses of the CBD development of the shopping and services; There should be an intermodal in Lara, supermarket in Lara should be in the west, shopping centre in Lara needed; don't want the land use change imposed on in Lara ; Council needs to better inform the Lara community about local/town planning – don't want it imposed upon us; enforcement of tonnage limits on Lara roads; enforce trucks using Bacchus Marsh Rd no to cut through Lara; Don't like separation between Lara and Little River – is this space free for the intermodal
General comments re document style (2)	The language could be plainer with more examples for people to relate to; needs to be innovative, futuristic, incorporating successes in other areas

Comments relating to the Growth Plan process included:

Key Theme – What could be improved in the draft Growth Plan	Brief Description of concerns
Engagement opportunities were too limited (8)	More people to participate – hard to get community to engage; could have known about it earlier; very limited advertising within the community and one session – not good enough; The process has been rushed and there is no reason why – community consultation not widely communicated and I can only think it is so the community is not aware of the drastic changes with infrastructure – more detail before re: exact locations and timelines; run engagement for youth; need to employ a better tactic for next community consultation stage; present to secondary schools – what this means for them get their input

APPENDIX 3
Stage 3 written submission summary and responses

Submission No.	Summary	G21 Regional Growth Plan Response
1.	**Context** • Support for the land identified for F.I.A however have concerns the alternate F.I.A at ' Lovely Banks' has been given a higher priority • Planning should provide a contingency that would allow for earlier growth demands to be accommodated. (Reference to page 16 – 'no new growth front will be required within at least the next 10 years...') Noted the Batesford South area presents an opportunity for accommodating earlier growth demands. • The submission notes that the Bastesford South area could address the challenges identified on page 18. In particular: · planned sewerage and water supply services – could be available by 2015 · Close proximity to Geelong CBD, opp to rebalance linear growth and facilitate sustainable and timely reuse. Could contribute towards compact urban area and minimising travel distances. · concept plan demonstrates the potential liveability of Batesford South would be outstanding and unique **The G21 Economic Strategy (reference with G21 RGP)** The development of Batesford South would support the following 'Game Changers' • Completion of the ring road – ensure ring road and employment precincts can reach their full potential • Geelong City Centre Reactivation – proximity to Central Geelong (more closely linked than Lovely Banks) • Co-ordinated delivery of critical infrastructure to support growth – selected for water infrastructure Further Investigation Areas • Batesford South area reflects the information provided to G21 in December 2011 and	The priority, sequencing and notional boundaries of the further investigation areas remain unchanged. The Further Investigation Areas are options for growth beyond planned growth to provide for security of land supply and higher growth rate scenarios. These areas will be considered after further infrastructure planning. The identified Investigation Areas and priorities are not definitive and have no formal status as 'future development' sites without further work. An Implementation Plan will be undertaken to investigate and identify any preferred Further Investigation Area, including infrastructure sequencing and triggers for planning and land release linked to an identified land supply monitoring process.

Submission No.	Summary	G21 Regional Growth Plan Response
	is welcomed by the landowners. • The submitters believe that there is enough strategic knowledge available to confirm that the Batesford South area could be developed earlier than 2030 and that the attributes of the area are superior to those at Lovely Banks. Specifically: · Sewerage services will be available · Transportation links are in place · The terrain and setting have high recreation potential and high amenity values · The land has a close contextual relationship to Central Geelong · Land ownerships arrangements are simple and would facilitate initiation, staging and coordination of development • Batesford South would be well services by transport and communication infrastructure. Leveraging off the Midland Highway, Hamilton Highway, and Geelong Ring Road. The NBN would pass through Batesford South. • The submitters have already undertaken initial environmental, landscape cultural heritage, land capability assessments and conceptual design that confirm the ability to develop high quality neighbourhoods. **Suggested improvements/amendments** • The Lovely Banks area should not be favoured over Batesford South. • Seek recognition of the opportunity presented at Batesford South for development to come on stream from 2020.	
2.	Submission on behalf of businesses located in the West Fyans Precinct. • Both businesses have made a significant contribution to the local economy, community and the social cultural heritage of Geelong. • The submission refers to the recommendation that 40% of the proposed population be accommodated in established urban areas, with 26,857 infill dwellings be provided within Urban Geelong area. • The West Fyans Precinct is nominated as a key mixed use infill consolidation precinct	The Greater Geelong Planning Scheme and the Housing Diversity Strategy recognise a number of Key Development Areas for medium-higher density housing in Geelong including Central Geelong, West Fyans precinct and a Waurn Ponds node. The West Fyans Precinct Structure Plan is being implemented over 2 stages

Submission No.	Summary	G21 Regional Growth Plan Response
	providing opportunities for residential uses. The City suggests that existing industries should consider relocating to other suitable employment nodes submitters do not wish to do this. • The infill targets for this area will be detrimental to the existing businesses as development will encroach on buffers **Suggested improvements/amendments** • The submission acknowledges the support of the G21 Draft Growth Plan to provide local employments which are well connected to a variety of transport node, the protection of well established and viable industries such as the submitters should be supported in the G21 Regional Growth Plan.	(with stage 1 having been implemented) reflecting the important economic contribution of industries in the western portion of the precinct and associated transition challenges. As this node is not an identified key employment node (at a regional level) no changes are recommended.
3.	• Submitter represent 90% of a proposed 'Lovely Banks North' growth investigation area • The identified area should be extended because: · Site abuts a main transport route for Bacchus Marsh along the Geelong Road · Is within 5.5km of the Lara train station. · Adjacent the existing Lara West PSP area soon to be developed · Serviceable with all reticulated utilities able to be sourced from Lara West PSP area · Close proximity to employment precincts (GREP and Avalon) · Landowners are committed to undertaking further planning investigation to facilitate the growth of this area · Direction connection to Melbourne and links with the proposed national transport and logistics and employment area · Within drainage catchment of Lara West PSP · Comprised of vacant farmland and is bound by Bacchus March Road to the east, Hams Road to the south, Stacey Road to the West. The site has a total area of approx 250ha · Consortium comprises 80% of land owners that represent 207ha of the total area.	The priority, sequencing and notional boundaries of the further investigation areas remain unchanged. The Further Investigation Areas are options for growth beyond planned growth to provide for security of land supply and higher growth rate scenarios. These areas will be considered after further infrastructure planning. The identified Investigation Areas including the priority status, indicative timing and boundaries are not definitive and have no formal status as 'future development' sites without further work. An Implementation Plan will be undertaken to investigate and identify any preferred Further Investigation Area, including infrastructure sequencing and triggers for planning and land release linked to an identified land supply monitoring process.

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	• The submission provides a response to the Principles, below is a summary of key points: · Takes advantage of the infrastructure in the proposed Lara West PSP by allowing continuation of utility services. · Provides for diverse housing supply. Utilises existing education facilities and provides security of cliental to education and the employment industries. · Provides opportunity for a connected community by providing sustainable transport connections to both Melbourne and Geelong's CBD. Provides an alternative to inner city living whilst providing regional connections · Site is currently degraded farmland. Future development would include environmental improvements · Development would provide improvements for water course protection. No negative impacts on energy production. · Consolidating residential and community activities adjacent to existing and developing areas. Close proximity to Lara/ Lara West PSP provides access to local employment, infrastructure and community facilities · Construction of infrastructure and housing will provide a boost to the economy. Once established will create demand for local business and services for the immediate and surrounding areas. · Provides local and regional transport. Access to the Lara train station providing direction connection to Melbourne and Geelong CBD. · Lovely Banks will then be able to contribute to the current community services and facilities • The submission provides a response to the considerations identified in the background paper (pg 72/73) and include: · Close to Corio and Lara. Separated by the Ring Road. Lara West would be developed first create a connection between Lara and the subject land west of Bacchus Marsh Road.	The directions and commentary around the Further Investigation Areas have been updated to clarify directions and the generalised nature of these nodes (refer submission 23).

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	· Good road connections. Other services and infrastructure all available · High to all Services developed via Lara West PSP · Grep, Avalon · High – Current preliminary planning has been undertaken in regards to the site investigation · Fireworks site Evans Road (requires suitable buffers) · ESO4 – some preliminary investigations undertaken which identify limited impact if managed **Suggested improvements/amendments** Request the Lovely Banks Further Investigation Area be extended to include the 'Lovely Banks North Growth Investigation Area' incorporating the land identified in submission (For privacy specific addresses have been removed)	
4.	• Provides a context for employment and economic opportunities contained with the Draft G21 growth Plan • Supports the importance of linkages along arterial roads and passenger/freight lines • Identification of growth opportunities, particularly employment growth, should remain within the remit of the Gheringhap Structure plan process, currently being undertaken rather than subject to an apparent limitation of growth through the RGP to land already identified as planned growth. • The growth opportunities within Gheringhap and surrounding hinterland remain to be fully considered • The timing of planning for and delivery of new growth fronts in the region should be matter of negotiation with Council and subject to evidence of land supply and the ability of any developer to meet and bring-forward infrastructure costs. The submission does not see the role of the RGP to preclude the development where these can be brought forward and where the developer acknowledges and wars the risk and cost of infrastructure embellishments.	The Growth Plan provides a broad direction for land use and development at a high level. The role of local land use planning remains with Councils through its Structure plans. The Growth Plan is not a limitation to the opportunities in the Golden Plains Shire. The Growth Plan was developed in collaboration with Golden Plains Shire and fully considered existing council strategies. The Gheringhap Structure Plan which is underway would be considered as part of the proposed 3-5 year review process for the Growth Plan.

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	Suggested improvements/amendments • The opportunities available within the Gheringhap area of Golden Plains Shire would further the achievement of the strategic intent and should remain an option within the plan.	
5.	• Debate the ability of the region to sustain a population of 500,000 as the areas must have increased employment opportunities (80,000 jobs). Large housing developments are presently going ahead at a rapid rate. Infrastructure and employment opportunities should be the first priority before people are encouraged to live here. Australia's economy is slowing and full time employment decreasing – do not want a similar situation to Ireland, Spain, USA with empty house and no jobs. • Contends that foremost in this growth plan must be food and water security. The submission finds that Map 2 is misleading as it shows the Bellarine as predominately mixed farming and grazing. Residential development and hobby arms (which are often unproductive) are the predominate use. Also appears to be happening in the farming areas to the west and north of Geelong as residential development expands. • Doubts recent water and sewerage infrastructure is sufficient to meet the residential and employment demands for a population of 500,000. Climate change with predicted longer dry spells, increased burden of costs for water and infrastructure on families, farmers and manufacturers must be considered. • Impact on the environment must be further researched with ground water supplementing our water usage. Scientists are unsure whether this ground water can ever be replaced. • Developers should be made to commit to prior permit promises of funding duel water pipes systems for recycling (example Stockland canal developers) • Region's wetlands, lakes, rivers and marine parks are already under threat from over development. The present Municipal planning schemes are not adequate and should be restructures before this population explosion to protect the above natural assets. • Land should be set aside to compensate for possible inundation through climate	The Growth Plan acknowledges that the regions population is growing and infrastructure needs to grow with it. The plan is also cognisant of the fact that this has to happen sustainably by providing for well planned housing, jobs and protecting our assets including the environment and natural resources. The Growth Plan acknowledges the challenges of climate change and food security and reinforces the value of rural land for production. Existing rural land use mapping is based on VLUIS data. Barwon Water's infrastructure planning provides a basis for supporting a region of over 500,000. Projects such as VSHREW and the CCMA Regional Catchment Strategy are the appropriate level documents to examine river and catchment health challenges and programs in the context of the Growth Plan framework. The Growth Plan provides a broad settlement and land use framework. Its role is not to identify the application of specific controls which remain a local level consideration.

Submission No.	Summary	G21 Regional Growth Plan Response
	change, resulting in loss of environmentally sensitive areas. The QCA are hopeful that the RGP's Environmental Management Strategy Review will bring solutions • Pleased that the RGP's emphasises the need for defined boundaries and settlement breaks between towns. Concerned that low lying developments between Ocean Grove and Pt Lonsdale may join and therefore lose character. • Pleased that the RGP recommends each town's assets are to be nurtured and protected. Concerns that heritage within Queenscliff and Geelong is not protected within the Planning Schemes – hopes the RGP will convince the borough to reverse its very poor record in protecting unique heritage and environmental assets. • Raises concerns about the waste disposal created by 500,000 people as garbage collection cost increase and land fill sites become scarcer. G21 Growth Planners with Local councils will need to do more research on the issue (possibly through the environment management strategy) • The RGP notes the need for increasing public transport however notes developer's within the region desire's to obtain the maximum number of lots resulting in narrow streets that larger PT vehicles cannot navigate. • Infill development is going to exacerbate parking problems where already most multi car dwellings have parking difficulties. • Identified the need for improvements to public transport including rail links to Avalon Airport, Geelong Port, Queenscliff/Bellarine Peninsula, Torquay/Armstrong Creek, improvements to rail services to western regions and improved bicycle network. • Geelong Port in underutilised. Water transport should be researched. • Duplication of highways encourages heavier traffic and can be detrimental for smaller towns. Concerns the Ferry operator's requests for a dual high through Queenscliff would have a drastic impact on the town. It should be stopped at Pt Lonsdale. • Supports vision for Geelong to become a leading innovation and academic city but will require lobbying due to recent cuts. • Supports the Plans prediction for improved medical services, training and research.	Future management of the waste stream is identified as a key Infrastructure consideration. This work will be a key challenge for the next iteration of the BRWM Plan. Key project lobbying remains a major focus of the G21 Regional Alliance. Duplication of Bellarine Highway to Point Lonsdale only is identified.

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	Question whether this will be enough to cope with the population increase. • The Growth Plan team must raise the issue of traffic safety and consult with council planning officers and appropriate authorities for wider, safer street and roads as there is also the increased need for bike and pedestrian paths.	
6.	• Supports the concept of G21 Regional Growth Plan and inclusion of Bell Post Hill area west of the Ring Road as a Further Investigation Area. • Committed to developing an overall master plan for the Bell Post Hill area in order to facilitate orderly planning. • Willing to engage consultants to access infrastructure requirements, traffic, environmental issues and all other associated expert input required and thereafter develop an Overall Concept Plan identifying various land uses that this can accommodate and will need in the future. • Planning and location of growth should be undertaken by the responsible authority to ensure orderly planning believe that the timing of release of land should be driven by the market. • Investment into developing land will only happen in its financially viable; therefore an oversupply of land should not be a concern within the G21 Regional Growth Plan. • Allowing the market to drive release of land will improve housing affordability. **Suggested improvements/amendments** • Request that the final report be amended to remove any reference to timing of the planning and development if further investigation areas to allow the land owners the opportunity to investigate the potential to development with the Bell Post Hill area.	The priority, sequencing and notional boundaries of the further investigation areas remain unchanged. The Further Investigation Areas are options for growth beyond planned growth to provide for security of land supply and higher growth rate scenarios. These areas will be considered after further infrastructure planning. The identified Investigation Areas including the priority status, indicative timing and boundaries are not definitive and have no formal status as 'future development' sites without further work. An Implementation Plan will be undertaken to investigate and identify any preferred Further Investigation Area, including infrastructure sequencing and triggers for planning and land release linked to an identified land supply monitoring process.
7.	**Remove Date Specific Triggers** • Supports the identification of Lovely Banks as a 'priority' future Greenfield development area. • Does not support the proposed timing which defers development until 2030-2040 • States that the is an adequate supply of zoned and planned land In Geelong South	The priority, sequencing and notional boundaries of the further investigation areas remain unchanged. The Further Investigation Areas are options for growth beyond planned growth to provide for security of land

Submission No.	Summary	G21 Regional Growth Plan Response
	and Bellarine areas, the northern growth only have limited growth areas. • To enable Geelong to best meet its increased short and medium term dwelling needs provision for more zoned land in the northern catchment is now required. • Challenges the aspirational population target of 500,000 people, demand and supply scenarios and the rational for deferring future development future greenfield development **Lovely Banks is a priority** • Lovely banks is justifiably recognised as a potential new growth area for Geelong and the G21 region • Will accommodate future demand in North Geelong region and offers strategic advantage: · Proximity to designated employment · Transport and infrastructure connections · Social improvements to the wider area • Development of Lovely Banks will have far reaching benefits for Geelong including Corio/Norlane. New investment will be a benefit and create a population influx • New sustainable master plan community will transform the perception of the north, increase the local population and support existing and future services **Faster Population Growth** Suggests that Geelong not the whole of G21 could support a population in excess of 500,000 • Expected to growth at 2.2% per annum (moderate growth rate) and will reach 500,000 by 2038 • The submission provide figures which contrast with G21 RGP projections **Increased Dwelling Demand**	supply and higher growth rate scenarios. These areas will be considered after further infrastructure planning. The identified Investigation Areas including the priority status, indicative timing and boundaries are not definitive and have no formal status as 'future development' sites without further work. An Implementation Plan will be undertaken to investigate and identify any preferred Further Investigation Area, including infrastructure sequencing and triggers for planning and land release linked to an identified land supply monitoring process. A review of the population and dwelling demand/supply figures provided with the submission concludes: • the supply quoted for the northern region is significantly under for the northern SLA's as it does not consider construction of dwellings within established areas • Macroplan estimate future supply for the North region of 7,065 which is based only a partial area of the Corio – North SLA and is substantially less than the estimated 16,000 dwellings available in this SLA • the demand figures suggest that much of a higher growth uptake for

Submission No.	Summary	G21 Regional Growth Plan Response
	• VIF dwelling demand projections of 2.2% per annum are 25% greater than G21 projects. It projects that 27,798 extra people will be living in the Northern Geelong region. • The increased demand in the Northern Geelong region will reduce the greenfield land supply to 15 years under a base case, 9 years in a medium growth rate (2.2%) **Northern Employment Opportunities** • Proximity to jobs – GREP is located within 2km of Lovely Banks and is planned to accommodate 10,000 jobs • Close to employment hubs – Avalon, Geelong Port, Northern Geelong industrial areas. • Project ed to generate thousands of jobs during construction phase **Infrastructure is available** and readily connected to critical infrastructure and has direct links to rail and road transport • Proposes innovative infrastructure funding arrangements that address Barwon Water and Council's financial and governance considerations without compromising community objectives and housing affordability. • Proposed infrastructure servicing model could be applied across the entire growth area **Planning Framework** • Lovely Banks is the most logical next growth node is Geelong • The long lead times to release Greenfield to release greenfield land requires detailed strategic planning investigations and assessments • These should commence whilst there is still supply in the market • Deferring will lead to an undesirable position of limited supply, lack of competition and decline id affordability in the market. **Suggested improvements/amendments** • Lovely Banks remains identified as a priority growth area	northern suburbs/areas will be a transfer of demand from elsewhere in Geelong • the assumed household size (1.95 people per household) is very low for a new growth area. A household size of 2.5 is more reasonable. The lower household size results in unreasonably high demand for housing in the northern SLA.

Submission No.	Summary	G21 Regional Growth Plan Response
	• Timelines for the planning and development in 'Further Investigation Areas' are removed from the Draft G21 Regional Growth Plan • Population and dwelling projections are updated in accordance with MacroPlan Dimasi figures • The G21 Final report is subject to panel style review to final decision	
8.	• Largest theme park in the Bellarine Peninsula region plays a significant role in bringing visitors to the region and Bellarine Peninsula • Adventure park located at the gateway to the Bellarine Peninsula • Note that Geelong and Bellarine generate $478 million to the local economy and the equivalent of 4200 full time jobs • Key attractors to the region were around based activities • Adventure park is a key tourist attractor for the region with flow on affects to other tourist facilities in the region **Suggested improvements/amendments** • The plan should strengthen: · Its position on protecting the high quality amenity and strategic priorities to preserve the rural landscape and support horticulture, viticulture and tourism on the Bellarine Peninsula · Its position on protecting the local tourism industry - which will support the communities and local economy on the Bellarine Peninsula · Its direction as to where intensive agriculture use maybe considered appropriate for the region (noting Bellarine Peninsula suited to viticulture and horticulture) • Consider extending the significant tourism routes and assets trail to include additional regional tourism attractors such as Adventure Park.	The Growth Plan supports the protection of the region's productive agricultural areas, rural landscapes and tourism areas with the identification of four key settlement brakes and the designation of settlement boundaries for all towns. The Growth Plan recognises the Bellarine's strengths in tourism and intensive agriculture. It is not the role of the Growth Plan to identify specific recommendations for the Bellarine around these strengths but provide a framework for settlement, and employment growth and infrastructure in the region. The Plan does not hinder opportunities. The existing Greater Geelong Planning Scheme provides alternative policy mechanisms to manage major tourist sites. The significant tourism route has been extended to show the entire Bellarine linking back into Geelong.
9.	• Torquay's role needs to be elevated to accommodate growth pressures.	The Growth Plan does not take an anti growth position for Torquay. Torquay is a

Submission No.	Summary	G21 Regional Growth Plan Response
	• The submission challenges the anti growth position for Torquay and requests that plan is amended to reflect Torquay's role as a key coastal growth node and that is should accommodate more growth • Future development in the north west of Torquay should be recognised as a future priority in the G21 RGP **Torquay Population Growth** • Presents alternate figures for dwelling demand in Torquay/Jan Juc suggesting that 9,826 dwellings will be required by 2031 (reflects an additional 2706 dwellings on figures within the G21 RGP) • Further work by Macroplan Dimasi state that the at a moderate growth rate of 2.2%, 10,317 dwellings will be required and at high growth rate of 2.5%, 11,543 dwellings by 2026. **Strategic Advantages of further development in Torquay North** • Precinct has direct transport linkages to Geelong via the Surf Coast Highway • Barwon water has committed to constructing a 'Class A' water connection from the west which will improve access to infrastructure and provide opportunities for recycled water. • Its proximity to employment/civic services • Recreation and open space facilities in close proximity to the Surf Coast transport corridor • Opportunity to enhance the gateway entrance to Torquay **Suggested improvements/amendments** • Revisions to the projected dwelling and population forecasts for the Torquay/Jan Juc area, to be better aligned with the projections released by the State Government VIF 2012 program. Would require an additional 2,706 dwellings by 2031 • Update Map 3 – Settlement and Employment Growth directions of the plan to include Torquay North as a new targeted growth node for Torquay/Jan Juc area.	nominated District Town. Through Sustainable Future: Torquay - Jan Juc 2040 Project and incremental infill an additional 15,241 people have been planned for in Torquay. Noted comments in regards to projected dwelling and population forecasts. Without detailed information from Macroplan Dimasi further work the Growth Plan is unable to make a detailed response. A review of the figures quoted in the Growth Plan and Background report are generally consistent with VIF data and unpublished data from UDP 2012, DPCD and as such the figures will remain unchanged for Torquay/Jan Juc. No changes to the Settlement and Employment Growth Plan will be made in regards to Torquay/Jan Juc.

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10.	• Earth resources – oil and gas exploration (fracking) must be banned. The long term environmental effects are unknown. The region's future agriculture and potable water could be jeopardised. • Brownfields site – why rezone land which could be polluted making it unsafe, low lying, flood prone, close to power cables, busy roads, which can lead to illness, deaths and health costs. • Population 500,000 – why passively accept that the Region's population will be 500,000 which will require all manner of crowded, inappropriate housing, specifically infill. Spare child thinking is defunct. Why is there a photo of a couple with 4 children? • Higher density – extremely undesirable for family homes. Children need space to run around. Australia's obesity rates rival the US. • Recreational land – public space is insufficient for the current population, despite recent population increase in Grovedale/Waurn Ponds there is only three parks, one which is inaccessible for walking with prams. • Infill not the answer. The claim in works in the Europe is irrelevant. After 14 years in the UK, I assure you people do not like it. Houses are being demolished and replaced with units on pocket handkerchiefs. ABC's Catalyst, Thursday 17 May reported that high density housing makes it extremely difficult to contain serious diseases. • Targeting infill in West Fyans, Central Geelong, Corio Norlane – high density for these areas smacks of snobbery. Why do these perceived low socio economic areas get all the rubbish dumped in them. Why doesn't it happen to the beautiful people in Newtown, Highton, Torquay and Jan Juc • Reinforcing Central Geelong – the CBD is dying because of extortionate parking fees, pale coloured footpaths which look scruffy, extending nightclub opening hours has resulted in shoppers having to negotiate vomit, faeces and blood on footpaths – very unpleasant. • Planning for employment growth – why create new industrial areas which may never	Earth resources are recognised in the Growth Plan as providing opportunities to meet future energy demands. Extensive legislative processes are in place to ensure activities meet environmental requirements etc. It is not the role of the Growth plan to prohibit activities which can legally be undertaken. Brownfield sites provide opportunities not only for residential living (where contamination and other issues can be effectively managed) but for other employment activities (retail, offices etc). The regions households are diverse (a 2 adult 2 child family represents less than a third of all households) and current housing provision does not meet these changing needs. This requires alternative approaches to housing including infill housing and higher densities (but well planned) at locations which have the infrastructure to support them. Significant greenfield or conventional housing areas are already nominated around the region. The Growth Plan identifies significant projects which have been identified to revitalise Central Geelong. The principles relating to public transport

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	be filled. After 15 years Torquay Road, Grovedale is only half full. The reports authors must live where they won't be impacted nor endure the pollution and noise of unexpected proximity to new roads. • Identifying the major infrastructure – all proposed works must be subjected to thorough, transparent, fair and appropriate consultation, people, loading consultations with staff from participating bodies does not constitute appropriate consultation, planning a road extension within 50 metres of existing homes does not constitute appropriate consultation. • Retaining unique settlements – existing settlements are already being ruined. • Quality of design, walkable communities – walkable communities area great but must be maintained. As COGG have refused to construct a path to Coolabah Park have little faith that they would care for new areas. • Major infrastructure investment – authorities totally disregard people's right to enjoy their homes. Infrastructure development must not be at the expense of people's lives and homes. • Minimising water- not just a matter of clever design, must re-educate people and authorities. Each house could have an allowance of water, builders must be forced to put the thickest batts into roofs and all walls. Houses must be redesigned so that all wet areas are on one side and water is not wasted waiting for it to get hot. • Public transport – must be heavily promoted as the preferred alternative. Geelong bus timetables need work to more closely meet trains as some stations have little cover. • Peak oil – some scientists believe peak oil has already occurred. • Health services –There appears to be no mention of how the 500,000 people will be catered for medically.	have been strengthened. The Growth Plan was developed in consultation with DHS and Barwon Health. The Growth Plan enables key service providers like Barwon Health with a framework for future service planning to meet future population needs.
11.	• Transport in supporting growth – Refers to Section 4C advisory panel report – State Government has not allowed sufficient funding for the investigation of a suitable route between Anglesea Road and Surf Coast Highway. • Avalon – highlights the potential for job losses at Avalon, Aloca and Ford. Relying on	Similar to above. The Implementation Plan will look at key future regional infrastructure planning so as to provide a greater level of certainty.

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	Avalon for only personal/freight flight related employment is assuming that there will always be fuel. Asks if G21 is taking these seriously or negotiating with these companies • Timing and sequencing – authorities totally disregard people's right to enjoy their homes. Secretive planning of section 4C, Grovedale station and the Norlane Infill flats and the intermodal was outrageous. The residents of breakwater are subject to horrendous noise and pollution. Development must not be at the expense of people's lives and health. • Brownfield sites – why rezone polluted industrial and recreate it in greenfields. Fraught with danger. Living in polluted areas causes illness – physical and mental and possible death. • Infill – not the solution. Lazy thinking that to house people cheek by jowl is acceptable. It creates huge social problems and failed in western civilizations. Having originated from the UK with high density housing and associated problems , convinced we should not contemplate this retrograde step. Australia's obesity rates rival the US. Houses on large blocks are constantly being demolished and replaced by units. This maybe ok for older, single or Dinks but totally inappropriate for families with children. Why is the plan only targeting areas for infill – is it because they are deemed low socioeconomic? • Regional activity centres- public transport must be the preferred alterative. Public transport timetables need to be better coordinated – noting it is not unusual for a bus to arrive after the train departs. • Natural landscape – questions why intermodal transport hub was proposed for Lara. Questions why Armstrong Creek developers will be permitted to bulldoze vegetation provided they replace it with appropriate substitute? • CBD – the CBD is dying because of extortionate parking fees, ridiculous to charge Melbourne prices, policy encourages people to shop at homemaker centres, and extended opening hours for nightclubs has resulted in paralytic drunks vomiting on shop fronts and footpaths. • Employment – report seems to suggest that increased population will bring extra jobs. In reality it is the reverse, people move to where the work its. Highly qualified people	Identified employment nodes will be required to meet future employment needs of a region of over 500,000 Both Growth Plan and G21 Region Plan advocate robust consultation processes.

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	are unlikely to find relevant work here. • Employment growth – new industrial areas planned or under construction is ridiculous. Most existing industrial estates are nowhere near fully occupied. Is there evidence that people want to live close to work, particularly is that workplace is unpleasant/polluting. • FIA – people living near the bypass routes with pollution and noise would disagree. Industrial development areas must be contained to protect peoples housing investments. Notification of planned developments must be widely promulgated in plain English not planner speak. • Design – walkable communities can be created but how do you propose getting people to use them. Residents may use paths on the weekend but it is unlikely that working parents will walk to work/day-care/school. • Minimising water – not just a matter of clever design, must re-educate people and authorities. Barwon Water's conservation efforts were jeopardised by the unnecessary poisoning of supply by addition of fluoride against the wishes of the population. Thick insulation batts must be put in all roofs, external and internal walls. • Population – massive population increases should be accepted as inevitable. Action needs to be taken to encourage the births of fewer children. • Retaining unique identity – existing settlements are already being ruined. Far too many units. • Earth resources – oil and gas exploration (fracking) must be banned. The long term environmental effects are unknown. The region's future agriculture and potable water could be jeopardised.	
12.	**New Growth Areas** • Agree that new growth areas need to be identified such as Batesford South and Lovely Banks • Geelong is dependent on these areas being available in a timely and cost effective manner • Do not believe that identifying specific timing and priority is appropriate in the	The priority, sequencing and notional boundaries of the further investigation areas remain unchanged. The Further Investigation Areas are options for growth beyond planned growth to provide for security of land supply and higher growth rate scenarios.

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	context of other works that are required **Timing of New Growth Area** • Belief that the timing of either development should not be expressed in years but by a series of triggers that would indicate the need and appropriateness of each development. Could include population, demand, growth rates and socio economic trends. • Possibility of creating a gap in land stock in the next decade that would have unfortunate consequences for Geelong and its residents. **Priority of New Growth Areas** • There are good reasons that could be sited for either project to proceed first, one element that seems to have gone missing is the environmental impact of each development • Batesford South has a significant rehabilitation opportunity including – 300 hectares of planted space and quarry rehabilitation will provide a much stronger environmental case • Proximity to site to Geelong CBD further underscores the environmental considerations • Close location is in alignment with the Strategy's identified goal to preserve and enhance the Geelong CBD • Believe that is inappropriate to suggest precedence of one area over another, especially in light of further investigation. **Suggested improvements/amendments** • The report should not specify timing but point to future works and their ability to identify growth requirements. • Priority should be determined as part of further investigations	These areas will be considered after further infrastructure planning. The identified Investigation Areas and priorities are not definitive and have no formal status as 'future development' sites without further work. Based on existing commitments of infrastructure agencies and planned growth across the region, no new growth fronts are required within the next 10 years under either a base (1.5%) growth or a higher (2.5%) growth rate. An Implementation Plan will be undertaken to investigate and identify any preferred Further Investigation Area, including infrastructure sequencing and triggers for planning and land release linked to an identified land supply monitoring process.

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13.	• Concerns about implementation remain from early contribution during stage 1 • Tone of plan seems populist. It predicts significant and rapid growth over a sustained period yet reads as if it is trying to appease widespread antigrowth sentiment. Implication is that we can have exponential growth with all gain and no pain • Would like to see a realist appraisal of the benefits and consequences of growth, the choices/trade offs of accommodating this growth - some of this material is contained within the background report and issue papers but is not clear within the Plan. **Challenges with regional growth** • The plan does not sufficiently highlight and discuss the challenges facing the region. • The overall challenge to evolve as a self sustaining region that sues existing infrastructure and land more efficiently does not appear to be adequately reflected in the rest of the documents. • Maximising use of existing infrastructure and using land more efficiently are largely missing from the challenges list on page 18 • The challenges were generally agreed with the G21 community. However these challenges are ok as far as they go but are not comprehensive and the plan does not deal in sufficient detail with the practical implications of responding to them – wonders how respondents are interpreting the challenges – perhaps they mean things to different people • The plan assumes 40% of future population will be accommodated through infill housing activity or urban consolidation but provides little detail what this means in practice. • Fails to make a start on managing the expectations of the G21 Community • The submission refers to the key implications contained with the housing issue paper. Questions how the plan tacks such issues • Reality in tackling means a change to current planning policies and decision making. • Challenges that the Plan does not indicate how principle 9 will be done. Reads more	Accept that further discussion is needed to fully convey the challenges facing the region. The context section has been revised to include a more detailed discussion of the G21 region, the role and functions of key areas and the role and function of Geelong. This material was previously contained within the Background Report and 6 issue papers. The challenge - 'sustaining region that uses existing infrastructure and land more efficiently' is a key theme and is addressed throughout the whole document. In particular the Growth Plan responds to this challenge through the Settlement and Employment Growth Directions and Major Infrastructure Directions. The Northern Gateway discussed on page 15 of the draft plan has been separated into two, the north east gateway and the north west gateway. The rating of towns in terms of their growth capacity on a number of factors needs to be considered in the context of other centres measured i.e Torquay, Colac. Within Lara there are limited numbers of major employment nodes relying predominantly on the existing town centre and the GREP. The town however still ranks highly overall as a centre with capacity for growth.

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	like business as usual **The plan needs to be robust** • Overriding concern of the robustness of the plan. The ultimate test of strategic plans is how effectively they are implemented – how robust they are over time • Feel that a RGP which glassed over the real issues and presented a rose coloured view of the world would serve no purpose • It could be too easily ignored or contradicted by planning authorities in the face of political pressures. Fail to provide clear direction and certainty sought by many stakeholders • A more realistic discussion about the challenges facing the region will result in a more robust plan which would be more likely to be implemented effectively • We see too many examples of short term decision making based on political expediency, which destroys confidence in the planning system and creates uncertainty. It frustrates and deters companies who have the capacity to invest in the region. • Provides a recent experience with the Lara Structure Plan – identifying the inconsistency with the Minister for Planning decision making. Further supporting a need for implementation of the RGP **Suggested improvements/amendments** • Would like to see the challenges facing the region given greater prominence, defined more clearly and discussed in greater depth. Should not be sugar coated or presented as broad motherhood statements. • The challenge of becoming a self sustaining region that uses existing infrastructure and land more efficiently should be a key theme and discussed more explicitly throughout the plan. • At the least should be given the same treatment as principles and would assist in following the numbers in the table pg 28/29 **Specific references to Lara**	

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	• Think that it is misleading to couple Lara with Bannockburn as part of a Northern Gateway (pg 15) – Lara s a large township on the Geelong-Melbourne rail/road transport corridor and adjacent to two of the four major employment precincts. Makes Lara unique in the region. • The wording of the plan characterises Lara first and foremost as 'larger lifestyle lots'. While these exist they house an increasingly small minority • In Background Report - surprised to see Lara's growth capacity for employment rated only 3 on a five point scale.	
14.	• Submitter own and operate two successful wineries which make a significant contribution to the viticulture and tourism industries within Bellarine Peninsula and Geelong region. • Notes the Plans recognition of tourism and the importance of agriculture and viticulture for the G21 region. • Identifies the potential for these industries to expand resulting in the diversification of employment opportunities and the economic value add through increasing tourism opportunities for the region. **Suggested improvements/amendments** • The plan should strengthen: · Its position on protecting the high quality amenity and strategic priorities to preserve the rural landscape and support horticulture, viticulture and tourism on the Bellarine Peninsula	The Growth Plan supports the protection of the region's productive agricultural areas, rural landscapes and tourism areas with the identification of four key settlement brakes and the designation of settlement boundaries for all towns. The Growth Plan recognises the Bellarine's strengths in tourism and intensive agriculture. It is not the role of the Growth Plan to identify specific recommendations for the Bellarine around these strengths but provide a framework for settlement, and

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	· Its position on protecting the local tourism industry - which will support the communities and local economy on the Bellarine Peninsula · Its direction as to where intensive agriculture use maybe considered appropriate for the region (noting Bellarine Peninsula suited to viticulture and horticulture) • Consider extending the significant tourism routes and assets trail to include all the tourism operations located along the Bellarine and Portarlington Highway in the communities of Clifton Springs/Drysdale	employment growth and infrastructure in the region. The Plan does not hinder opportunities. The existing Greater Geelong Planning Scheme provides alternative policy mechanisms to manage major tourist sites. The significant tourism route has been extended to show the entire Bellarine linking back into Geelong.
15.	**New Growth Areas** • Agree that new growth areas need to be identified such as Batesford South and Lovely Banks • Geelong is dependent on these areas being available in a timely and cost effective manner • Do not believe that identifying specific timing and priority is appropriate in the context of other works that are required **Timing of New Growth Area** • Belief that the timing of either development should not be expressed in years but by a series of triggers that would indicate the need and appropriateness of each development. Could include population, demand, growth rates and socio economic trends. • Possibility of creating a gap in land stock in the next decade that would have unfortunate consequences for Geelong and its residents. **Priority of New Growth Areas** • There are good reasons that could be sited for either project to proceed first, one element that seems to have gone missing is the environmental impact of each development • Batesford South has a significant rehabilitation opportunity including – 300 hectares of planted space and quarry rehabilitation will provide a much stronger	The priority, sequencing and notional boundaries of the further investigation areas remain unchanged. The Further Investigation Areas are options for growth beyond planned growth to provide for security of land supply and higher growth rate scenarios. These areas will be considered after further infrastructure planning. The identified Investigation Areas and priorities are not definitive and have no formal status as 'future development' sites without further work. Based on existing commitments of infrastructure agencies and planned growth across the region, no new growth fronts are required within the next 10 years under either a base (1.5%) growth or a higher (2.5%) growth rate. An Implementation Plan will be undertaken to investigate and identify any preferred Further Investigation Area,

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	environmental case • Proximity to site to Geelong CBD further underscores the environmental considerations • Close location is in alignment with the Strategy's identified goal to preserve and enhance the Geelong CBD • Believe that is inappropriate to suggest precedence of one area over another, especially in light of further investigation. **Suggested improvements/amendments** • The report should not specify timing but point to future works and their ability to identify growth requirements. • Priority should be determined as part of further investigations	including infrastructure sequencing and triggers for planning and land release linked to an identified land supply monitoring process
16.	• Submission on behalf of the owners of the land in Spring Creek Future Urban Growth Area immediately west of Duffields Road. This land is planned for the future growth of Torquay/Jan Juc as reflected in the Surf Coast Planning Scheme (Clause 21.08) • Concerned that the G21RGP is not based on and does not reflect current planning policy for Torquay/Jan Juc • The document known as Torquay 2040 has not been published in final form nor has it been the subject of public consultation and is not included as local policy in the Surf Coast Planning Scheme. • Figure 4 – shows identified planned growth for Torquay is a location which is not reflected in either the surf Cost planning scheme or the last published final draft of Torquay 2040. • There is no adopted policy document which describes areas to the north of Torquay. Established planning policy designates Spring Creek as Torquay's future urban growth area. However it appears to be omitted from figure 4. • Surf coast Shire only recently resolved to prepare an amendment to the Surf Coast Planning Scheme which would change the designated growth areas from Torquay by excluding land west of Duffields road from future urban development.	Noted the Surf Coast Shire Planning Scheme does identify this land as future urban growth. Council through the development of Sustainable Futures: Torquay/Jan Juc has amended their view and is currently running an amendment process to action that. The Growth Plan has adopted the outcomes of the Torquay/Jan Juc 2040 as Council policy and as such the area known as Spring Creek has been not been included for future growth.

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	• Has not yet received authorisation to prepare the amendment. • Submit that the SCS suggested revised strategy is flawed and the land that is now alternatively nominated to accommodate urban growth has not been properly assessed for capability or viability. • The future supply of land within Torquay in accordance with State Policy would no longer be secure. • Provides a statement from the independent panel appointed to hear submissions to Amendment C71 pt 3 – suggesting the decision on 27 July 2011 reverses more than 30 years of planning that identified Spring Creek as an urban growth area. • The role of Torquay as a large coastal centre in the region has been confirmed by this policy and the RGP and is consistent with the aims of the Victorian Coastal Strategy. • This role should not be undermined by the poorly executed planning decisions by the Surf Coast Shire. **Suggested improvements/amendments** • Strongly submit that the G21RGP should not be approved unless it reflects current planning policy for all towns with the G21 region including Torquay. • Object to its present form and content (references page 53 and figure 4) • The G21 RGP sets out an alternate position for growth at Torquay that is contrary to established Planning Scheme policy. • Should not be further advanced until the assumptions on which it is based are confirmed as correct.	
17.	• The plan is a substantial piece of work and to be commended on many levels. Its sets out a positive vision that Geelong could work towards. • Impressed that the words 'peak oil' has been included as a possible challenge. It is a relief that there is some recognition of the potential for declining energy supplies. Especially important given declining oil availability is an absolute certainty in the 20-40 year timeframe. Submit that is more likely 5 years. Recognition is a vital step; the	Noted. The term 'peak oil' has been removed from this document and replaced by the term 'increased vulnerability to rising energy costs' in line with State Policy.

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	report does base the majority of its assumptions on growth in population, economic output, infrastructure investment and the growth in oil use. Believe within the 40 year timeframe there will be a significant paradigm shift due to peak oil that will render many of the assumptions of the current plan redundant. • Submitter focuses on small grassroots initiatives rather than attempting to plan for change from the highest levels. However as long as business as usual continues the group's initiatives will seem insignificant in the large schemes of things. • The Growth Plan does a great job in what it sets out to do and notes that the plan in able to adapt to changing circumstances which are impossible to predict. • Transitions and G21 RGP have the same objectives just are working at opposite ends of the scale.	
18.	• If Winchelsea is going to grow to a city of 10,000 people in the future why are Vic Roads not putting in a by-pass route in now while they are doing the duplication? • Can see in 40 years time that Winchelsea will be in the same boat as Colac – not having any real effective options.	Noted. Growth Plan (Appendix B) identifies this as a future infrastructure planning issue for Winchelsea.
19.	• Commends G21 and partners for taking a regional strategic view to considering how future growth can be best accommodated and supportive of the collaborative process being followed to develop the Plan. • Identifies the need for the assumption of a population of 500,000 be robust and be supported by up to date information. • Irrespective of where growth physically occurs it will lead to indirect pressures and impacts on coastal assets. The pressures and impacts have been identified in GORCC current coastal management plan (Community consultation notes on CMP attached to submission) • The plan currently provides little information about how such pressures will be managed. • Proposed regional public land, parks and reserves strategy appears to be an important initiative and one supported, including assisting the impacts and pressures of growth.	The Growth Plan does not predict a growth rate or forecast population size at specific periods in time. Instead, it accepts there will be steady growth in the region and that the population is likely to reach, and potentially exceed, 500,000 in the next 30 - 40 years. The region is currently growing at 1.6% and if this trend continues will see the Region at 400,446 by 2031 (Victoria in Futures, 2012). The Plan has been updated to clarify this. The context section has been revised to include a more detailed discussion on the challenges facing the G21 environment. Map 5 Regional Strategic

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	• Research into the vulnerability of the coast to the impacts of climate change to be released in the coming weeks. **Suggested improvements/amendments** • Important to review populations figures using the latest available data • Understand that it is a high level document and detail will evolve. Believes coastal values is an important topic and requires further attention in the plan. • To maximise the benefits of a regional public land, parks and reserves strategy the stakeholders should be expanded to include relevant land managers such CoM and Parks Vic • Responsibility for the provision and maintenance of infrastructure and how it should be funded should be identified in the Regional Infrastructure Plan.	Assets has been amended to show the coastline and the region's marine parks as strategic assets. The Infrastructure component of the Implementation Plan will only be able to consider regional infrastructure provision rather than local infrastructure or general maintenance.
20.	• Submitter owns 529 hectares of land in the further investigation area identified as Batesford South. This contains part of the Batesford Limestone Quarry as well as surrounding areas. • Forward thinking of the G21 Project Management Team is commended. • The recognition of Batesford South as a Further Investigation Area is regarded as most positive • Concern that Lovely Banks has been given a priority over Batesford South • Fully supports the need for further assessment of potential growth areas identified in the Growth Plan and are confident that the attributes of the Batesford South area will be more fully recognised. This process should be allowed to determine the prioritisation of the greenfield growth area • Confident that Batesford South would favourably meets these challenges and importantly, will be well position to offer affordable housing packages and have the flexibility to accelerate the delivery of land supply should the need arise. • Well position to take advantage of both existing and planned infrastructure in the area. • Note Barwon Water has planned a Recycled Water Plan on the land to	The priority, sequencing and notional boundaries of the further investigation areas remain unchanged. The Further Investigation Areas are options for growth beyond planned growth to provide for security of land supply and higher growth rate scenario. These areas will be considered after further infrastructure planning. The identified Investigation Areas and priorities are not definitive and have no formal status as 'future development' sites without further work. An Implementation Plan will be undertaken to investigate and identify any preferred Further Investigation Area, including infrastructure sequencing and triggers for planning and land release linked to an identified land supply

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	accommodate for growth in Fyansford and the Batesford South Area. • Proximity of Batesford South to Central Geelong for public transport as well as the Geelong Ring Road for transports logistics and ready access to Melbourne CBD and the Sur Coast. • Its geographic will support issues of reinforcing the role of Central Geelong. Efficient use of the infrastructure and will provide regional employment opportunities. Best positioned to make a significant contribution to the revitalisation of Central Geelong • Proximity to community services and amenities along with the simplified land ownership and facilitation of timely supply of land to the market. • ABCL is well advanced in its rehabilitation planning and work has already commenced. • Once complete the Batesford area will be enhanced by a lake and 300ha along the Moorabool River to be set aside for passive recreation. **Suggested improvements/amendments** • Concerned with the priority given to Lovely Banks over Batesford South	monitoring process
21.	• Submission relates to Lethbridge Airpark and references to current and future directions within the RGP **Lethbridge Airport** • Operating airport with a number of businesses located on site and 150 member flying club. Links to emergency services • Recently been rezoned to Special Use Zone to facilitate the expansion for a range of airport uses.	The Lethbridge Airpark is located outside of the region and therefore is not represented on maps within the Growth Plan. The Growth Plan acknowledges the role of Lethbridge Airpark for general aviation and the role and importance of general aviation as part of the regions transport infrastructure/network.

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	• Only airport in the G21 Region other than Avalon which has realistic potential to accommodate greater levels of activity. Activity in the recreational and general aviation areas, train and education are significant and would complement Avalon. • Rare example where a regional airport has the space and circumstances to grow without being compromised by encroachment of urban and other development. • Are exploring gran opportunities for funding for a range of infrastructure provision. • Plays a role in the region and its expansion is formally supported by Golden Plains and the G21 and the State Government. • The Geelong Regional Airport Feasibility Study identified it with Avalon as the only airport able to support a region of 500,000 • Consider the airport worthy of consideration and inclusion in the G21 RGP. **Suggested improvements/amendments** • Including pg 15, first dot point – productive farmland, regional airports and major employment activities • Include the following dot point pg 21, competitive advantages – regional aviation opportunities • Identification of the site on map page 27as an airport • Include aviation in the dot points on page 32 • Under Draft G21 Economic Strategy after last paragraph– include the words 'similar protection via overlays or similar may be required to protect uses which may be compromised due to growth • Addition to second dot point in colour block page 36 – general and recreational aviation facilities in the region. • The additional of Lethbridge to the transport and logistics network illustrated on p37.	
22.	• Interpreted the document as a follow on from the G21 Region Plan which identified an aspirational population target of 500,000 • Raises concerns about global warming and its link to population growth it is unlikely	Noted

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	that population growth will cease • Planning is justified even if the actual growth is less than present projections indicate • Concerns about the loss of rural land to urban sprawl. Pleased that significant amount of new housing is within the existing areas • Submitter expects that growth will be less than the plan predicts but assumes figures can be adjusted as time informs us.	
23.	• Representing landowners on Bacchus Marsh Road, Anakie. • Submission provides a description of the site and its opportunity. **Background Report** • Concerned that the Lovely Banks further investigation area is limited by the notion adjacent figure 4.11. Support the designation of the Lovely Banks area as being suitable for urban growth however believe at this stage of regional planning it is not necessary to specify boundaries to this area. • Section 6.4 - Notion of a Regional Infrastructure Plan to be unnecessary limiting. • Table 4.3 has the opportunity to be further refined when more detailed infrastructure and land capability assessments are completed. • Noted that the clients land also provides a substantial land holding that is in single ownership. Makes the extension of Lovely Banks more attractive as development can be bought online more quickly. Given the scale of the site any servicing limitations can be accommodated for within an overall development scheme • Provides a general discussion re growth rates, highlights that whilst there is an understanding as to where further urban growth may be channelled it is premature to specify exactly how much area may be required in locations. **The Regional Growth Plan** • Primary concern of my clients in relation to the Growth Plan is that Map 3 does not currently show their land within the 'Further Investigation' area that is located along Bacchus Marsh Road (Lovely Banks)	The priority, sequencing and notional boundaries of the further investigation areas remain unchanged. The Further Investigation Areas are options for growth beyond planned growth to provide for security of land supply and higher growth rate scenarios. These areas will be considered after further infrastructure planning. The identified Investigation Areas including the priority status, indicative timing and boundaries are not definitive and have no formal status as 'future development' sites without further work. Accept change to Figure 4.11 in the Background report to include the following words 'The boundaries of these areas are notional only. Subsequent detailed examination of these areas should consider the potential of adjoining lands.'

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	• Notes the potential regional population of 500,000 however it is conceivable that these predictions are significantly underestimated. • Submission notes that the designation of a growth limit/boundary is not necessary at this time and in fact could deter investment interest in Geelong. • Don't believe at a regional scale that a limit should occur and the actual site conditions/limitations of further investigation areas are not fully known. • It is foreseeable that growth in employment around the Avalon, Geelong Port, GREP and upgrading/development of infrastructure could alter the role the region play within the local and global economies. Investment in these areas is likely to result a significant increase in demand for housing within the Lovely Banks area due to its proximity to these key attractors and employment opportunities. **Suggested improvements/amendments** • Remove the notations from figure 4.11 of the background report that define the extent of the further investigation areas or include 'the capacity to accommodate urban growth within the preferred further investigation areas will be further assessed during the preparation of the Regional Infrastructure Plan and other future detailed planning processes. It's not the intentional of the Regional Growth Plan to strict growth within the preferred further investigation areas where demand exists' • Amend Map 3 to extend the Lovely Banks further investigation area to the north or expand the notation relating to the identification areas in Geelong to state ' the boundaries of these areas will be reviewed during future detailed planning processes' • Amend map 3 to use less definitive symbols. For example, the shape could be replaced with numbers that generally identify the location for growth.	
24.	• Agree with overall analysis and identification of growth issues within the region. • Support the proposed spatial strategy for the management of growth by containing and consolidating established settlements • Identification of Lovely Banks as a 'FIA' is considered necessary. • Appreciate why Lovely Banks was nominated as a long term growth however feel	The priority, sequencing and notional boundaries of the further investigation areas remain unchanged. The Further Investigation Areas are options for growth beyond planned growth to provide for security of land

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	that the timeframe will be shorter than that nominated, because: · Choice of location for new development is restricted to the city's north and there is a present and emerging need for greenfield land in the city's north. This land should be available concurrent to land in Armstrong Creek · History of land development within the Victoria has been marked and driven by land development interests committed to the earliest realisation of development potential commensurate with demand for new housing. · Elements of the development industry already hold land within Lovely Banks and we anticipate other larger industry members acquiring land within the area in the short term. **Suggested improvements/amendments** • Urge G21 and the City of Greater Geelong to be open, flexible and supportive of creating an opportunity to development Lovely Banks provided that an appropriate infrastructure strategy to service the area can be prepared and endorsed.	supply and higher growth rate scenarios. These areas will be considered after further infrastructure planning. The identified Investigation Areas including the priority status, indicative timing and boundaries are not definitive and have no formal status as 'future development' sites without further work.
25.	• Discussion of surrounding regions is inadequate – what is occurs in neighbouring regions can be of great significance. Example – extensive mining exploration to the North toward Bacchus Marsh. Impact on population, employment and infrastructure is likely to be greater than anything currently proposed in the draft RGP. Another example is growth in the city of Wyndham. • The draft RGP and many plans before it ignore Little River – there are very real economic and social connections between Little River and Lara it is not acceptable to assume little river is an extension of Lara. • Agrees with the principles for growth, in particular the 'optimising infrastructure and consolidating', 'Unique and connected communities' and 'Protect, restore and enhance our unique environment'. • The submission provides a commentary on the particular relevance of the above principles for growth. • The Lara and Little River area includes popular tourist attractions. It is a gateway to other attractions, and attracts many people for sporting pursuits such as shooting	Additional commentary included in Growth Plan and Background Report relating to cultural heritage Mapping revised to add to legibility and include Little River Context around tourism strengthened including bike trails etc Not possible to map all potential earth resources sites. While it is noted that exploration of various sites around the region are taking place and their winning will have impact on traffic movements and other environmental considerations, it is problematic to identify these sites until major proposals are forthcoming for assessment.

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	and cycling. • The area is characterised by open space and low density rural residential development that compliments the natural landscape. • The existence of major road and rail corridors through the area should not been seen as justification to allow extensive industrial development along the length of this corridor. • As then Northern Gateway to Geelong the rural character needs to be maintained for Geelong to change the industrial feel that has shaped people's perception of the city for decades. • Does not support rezoning more agricultural land in the area for industrial use. Forecasts for the supply and demand for industrial land much takes account the turnover of existing land as the operation of existing users change freeing up land that can be used by new businesses. • Better use should be made of existing rail connections between the Port and GREP. • General observation is that the maps are difficult to read and more particularly are to interpret. For example – it is not clear what area 'key settlement breaks' is supposed to cover or represent. The markings appear to cover both settled and farm land which begs the question of what is permitted in the settlement break. • The attraction and appeal of Lara and Little River for residents is the opportunity to enjoy a country atmosphere and rural lifestyle in close proximity to major employment and social opportunities. • Lara's population grew at an annual rate of 2.34% between 1985 and 2006 and reach almost 12,000 people in 2008. Critical infrastructure has not been developed fast enough to keep pace with the population growth. • Curious that prisons are not mentioned as a current or future employment sector in the Appendix for Lara. There is also no mention of possible mining developments to Lara's north. • The development of the RGP is a timely initiative which is needed to draw together a range of public and private proposals that have had insufficient public exposure and	Growth Plan identifies significant infrastructure required to support current and future growth of Lara. Refer submission 37 response re Intermodal. Major regional employers include those identified in Economic Indicators Bulletin as top 10 employers (Barwon Prison not specifically identified)

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	therefore appear to be poorly coordinated. • Concerned that the current draft is that it reinforces rather than challenges the priorities and direction of current planning schemes. • The Draft RGP must challenge the current paradigm. Believes the draft fails to do this to any extent. • Concerned that the Council's will not open up their planning schemes to review at the end of this process. The final plan should provide an outline of the general process Councils are required to undertake and timeframes within each Council is expected to review their Planning Schemes. **Suggested improvements/amendments** • Should include a more detailed analysis of major current and planned developments in neighbouring regions. • The Draft Plan should explicitly recognise Little River by marking it on all maps such as figure 4. Mention it in relevant text including the Provincial Centre and District Town Directions table in the Appendix and reference to relevant City of Wyndham planning documents.	
26.	**Housing affordability** • The plan does not specifically address housing affordability, the region currently completes on price with western Melbourne as an affordable place to buy. • Without a strong emphasis on the drivers of potential price rises e.g. land supply the plan could fail to deliver its objectives. • If competition is not maintained house and land prices will begin to rise to the unaffordable. **Role of the Plan** • Clarity is needed on the role of the plan in a regional and statutory context. It is	**Housing affordability** Noted – the need to provide affordable housing within the region has been identified as a challenge. The need to provide affordable housing, services and education has been added to the principles for growth. **Role of the Plan** Further detail has been provided on the

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	unclear how the settlement breaks will be implemented • Concerned that Armstrong Creek dominates whilst Torquay presents an anti growth **Economic development and planning** • Acknowledges the draft g21 economic development strategy • Supports the principle should be more jobs created in the G21 region. • Need to consider the changing nature of the economy needs to be considered when determining the amount of land required for employment. • Detailed future planning should be flexible in deciding whether the extent of employment land is required either at the time or in the future. • Concerned that the servicing authorities such as Barwon Water have not been integrated into the process through the Plan. • Concerned that despite there being settlement boundaries that shows the limit of growth and where public infrastructure will be required, developers will still be required to pay out of sequence cost, even if they are within the activated areas • There is a lack of emphasis on retail in the plan, needs to be revisited. • The plan needs to provide strong support for key tourism developments in the region **Infrastructure** • Sees the major role of government is decisions regarding the timing, funding and delivery if major critical infrastructure required • The submission provides an overview of previous submissions to State and Commonwealth regarding infrastructure. The fundamental issue to the considerations outlined is the timely development of policy and the timely delivery of infrastructure. • Government has a role to play in funding new and improved infrastructure which could assist in achieving larger scale infill development and denser outer metropolitan development • Consider infrastructure implementation issues, for instance the practicalities of delivery of the required ring road infrastructure	implementation process for the Growth Plan The Growth Plan does not take an anti growth position for Torquay. Torquay is a nominated District Town. Through Sustainable Future: Torquay - Jan Juc 2040 Project and incremental infill an additional 15,241 people have been planned for in Torquay. **Economic Development and Planning** Detailed planning will be undertaken as required to address how employment land will be delivered across the region Barwon water are members of the project team and have contributed to the development of the plan. Retail is considered a local challenge for councils. The Growth Plan acknowledges the role Geelong plays as a region city providing significant retail opportunities and provides support for its reactivation. **Infrastructure** An infrastructure plan will be undertaken as part of the implementation plan as detailed in section 6.0. **Growth** The Growth Plan does not predict a growth rate or forecast population size at specific periods in time. Instead, it accepts there will be steady growth in

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	• It is important that there are strong infrastructure links and that investment is made and retained in the Melbourne to Geelong corridor. **Growth** • Suggests the plan is conservative and that the population will reach 500,000 sooner than expected. Supports a higher population. • Supports both greenfield development and urban renewal projects • Supports the plans and vison2 identified need reactivation and revitalization of Central Geelong the plan does not specify what 'active encouragement' will be required to achieve this. • Supports the designation if the further investigation areas including Lovely banks and Spring Creek (spring creek is not nominated). • Argues multiple growth fronts are required to ensure competition in the house and land market. • Critical that land is released in multiple areas within and across the G21 municipalities.	the region and that the population is likely to reach, and potentially exceed, 500,000 in the next 30 - 40 years. The region is currently growing at 1.6% and if this trend continues will see the Region at 400,446 by 2031 (Victoria in Futures, 2012). The G21 region has a 15 year zoned land supply and a 17 strategically identified land supply. This is across multiple growth fronts within each of the G21 municipalities. A robust land monitoring process will be investigated as part of the implementation plan to ensure adequate land supply is maintained across the region.
27.	• Plan fails to provide any new ideas in terms of location and management of growth. • Much of the plan is set out in the SPPF, reference Victorian Coastal Strategy and local policies in the G21 councils. The plan is therefore seemingly superseded by such strategic work and is effectively redundant. • Implementation plan is also lacking detail as to how the plan will be implemented by the five councils. It is important that there is opportunity to comment on how the plan is implemented. **Residential growth** • Residential growth strategies within the plan are inconsistent and in the case of Torquay/Jan Juc rely on strategic works which has not been tried and tested through the planning scheme amendment process. • Notes Torquay/Jan Juc growth is limited to infill development. Object to this as Surf Coast Planning Scheme currently identifies a number of Greenfield growth corridors	Further detail on the implementation has been provided in section 6.0 Noted the Surf Coast Shire Planning Scheme does identify this land as future urban growth. Council through the development of Sustainable Futures: Torquay/Jan Juc has amended their view and is currently running an amendment process to action that. The Growth Plan has adopted the outcomes of the Torquay/Jac Juc 2040 as Council policy and as such the area known as Spring Creek has been not been included for future growth.

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	to accommodate future growth. • Note that the Sustainable Futures Plan which the Plan relies on has been adopted by Council but is yet to form part of the Surf Coast Planning Scheme. • This plan does it have significant stature weight and should to form the basis of growth prospects in the G21 plan. • Paradoxically, the plan identifies that growth has been allowed within existing growth boundaries. This suggests that growth within Spring Creek corridor would be adopted in this plan. • Supports the identification of Torquay as a district town. This supports the submissions proposition that Spring Creek is a necessary urban growth corridor to accommodate growth. **Economic development** • Generally support the Plan's findings and strategies in relations to economic growth. • Supports the finding of tourism and education as key employment sectors and the strategies to accommodate employment in activity centres within Torquay/Jan Juc • Note the plan does not identify the need for a NAC within the Spring Creek as per Retail Strategy. **Physical Growth** • Support the need to provide physical breaks between towns and settlements. Particularly the ever closing gap between Torquay North and Armstrong Creek. Strongly advocate that the growth of Torquay Jan Juc be directed to maintain the break and uphold environmental principles **Suggested improvements/amendments** • Concerned that the currency of the plan and its overlap with existing polices. • Implementation strategy also lacks detail as to how the regional plan will be translated in to the respective planning schemes • Associated issues with the contradictory residential growth policies in relation to Torquay/Jan Juc	It is not the role of the Growth Plan to identify individual neighbourhood activity centres. Updated commentary around settlement breaks particularly the role of the break between Armstrong Creek and Torquay

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	• The plan should reference the opportunity for an activity centre in Spring Creek	
28, 29 and 30.	• Concerned that Lovely Banks area will not be developed for the next 20-30 years. Allows Armstrong Creek to be protected from any other competitive development in Geelong. • Severely limits the choices for both Geelong people and those who might seek to relocated to our city • Implementation and funding for this has not been identified including the monitoring land supply and sales over 3-5 year period and when funds are available to identify any infrastructure requirements for any area noted for longer term residential development. • The land owners in the Lovely Banks area are willing to commence an assessment of the areas needs in relation to infrastructure studies and other required to develop Master Plans for the area. **Suggested improvements/amendments** • Request that the final report should be amended to allow the Land Owners the opportunity to develop and provide a case to bring forward any rezoning in the Lovely Banks Area.	The priority, sequencing and notional boundaries of the further investigation areas remain unchanged. The Further Investigation Areas are options for growth beyond planned growth to provide for security of land supply and higher growth rate scenarios. These areas will be considered after further infrastructure planning. The identified Investigation Areas and priorities are not definitive and have no formal status as 'future development' sites without further work. An Implementation Plan will be undertaken to investigate and identify any preferred Further Investigation Area, including infrastructure sequencing and triggers for planning and land release linked to an identified land supply monitoring process.
31.	Supports the proposed development and incorporation of the regional Principle Bicycle Network in the Regional Growth Plan as outlined by Bike Safe Coast – Geelong – Bellarine and the participating councils. It will support active transport and leisure use for residents but is important to attracting cycling tourists. The added economic benefit to the tourism sector and our region is a significant bi-product.	Noted. Refer response to submission No. 40
32.	Submission seeks to include land in Cochranes Road, Waurn Ponds which backs onto Marcus Oldham College's western boundary within the future employment node.	No change recommended. No definitive western boundary identified for Deakin-Marcus Oldham College node. Future planning exercise with key partners can explore edge/transition options

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33.	**Human-induced climate change and population:** • G21 and COGG appear to not doubt the science of human induced Climate Change. Increasing our regional population to 500,000+ will place significant burden on abating the region's overall carbon footprint. • People will always want to live here – but it doesn't mean the planet has the capacity to deliver. • Continuing to grow is not possible, sensible or a pathway to prosperity. • For some countries improving GDP whilst maintaining a sustainable population is not new i.e. Sweden. • Solving climate change and the energy crises does not equate to sustainability. • Our current global trajectory is for somewhere between 3-7 degrees. Scientist strongly urge not exceeding 1.5 degrees Celsius. **Peak Oil:** • No one knows but probably happened in 2005. Given the entire industrial world is built around the availability of oil it follows there will be unparalleled problems. • The latest move into coal seam gas exploration and that Anglesea Brown Coal mine has been resigned for 50 years provides clues to the looming energy crises in our own backyard. **Biodiversity decline:** • Scientists are documenting the disappearance of biodiversity across the planet at rates not seen for 60 million years. • Geelong's biodiversity had had a long history of abuse. Only 5% of former pre-European indigenous vegetation exists. • Birdlife Australia is concerned about the Hooded Plover's fate in the Geelong/Bellarine region. Additional human and domestic dog pressure on beaches will tip the balance of these birds. • The fact is revegetation, restoration and environmental weed removal is slow, costly	This submission raises some significant issues about growth and associated environmental impacts. While the Growth Plan is primarily a land use and settlement planning framework which seeks to avoid direct environmental impacts of growth (on habitat/waterways etc) by directing growth to major centres and away from vulnerable locations the indirect impacts of growth on the regions environment are real. The region is continuing to experience growth (VIF, ABS 2011 census data) with increasing numbers of people indicating the want to move to coastal areas around Victoria. The role of the Growth Plan is to manage the impact from a land use planning perspective and in the context of current state and federal population and planning policy. The Growth Plan is one of a suite of strategies (7 other Growth Plan's plus metropolitan Strategy which will provide a state wide perspective on growth management). The Growth Plan provides a framework for local level planning. Individual rezoning's still requiring detailed assessments in terms of examining a range of environmental, social and economic considerations. Similarly a range of local work continues to take place in the environmental space i.e

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	and imperfect. • The Environmental Unit cannot be held responsible for the whopping increase in pressure that will arise as a result of a doubling population pressure on our local beaches. **Freshwater:** • Diamond (2007) nominates water management as one dozen environmental issues causing collapse of past societies. • Our current trajectory, by 2025 two thirds of the world's population will face water scarcity. Australia will not be exempt from this. • Geelong and regional Geelong is currently is a period of good rainfall. This won't last for ever. **Food security:** • Australia at present produces nearly 3 times as much food as it consumes. • Doubling of population will halve our per capita resources of land, fresh water and sea food and thus eliminate much of our food exports. • CSIRO has recommended that about half of our farmland should be withdrawn from use until it can be repaired. **Sustainability:** • If the planet's 7 billion people all aspire to have an equal standard of living to Australia, then we would need somewhere between 2-5 earths. • Solving the energy crises locally does not equal solving climate change globally. **Employment:** • The biggest employers in Geelong are highly carbon exposed and could easily close or downsize in the short to medium term. • Add to this the huge boost in population with the report calculating a minimum extra 70-80000 jobs needed to be found at a time when oil prices are shortages are likely to be common place.	Low Carbon Growth Plan (CoGG), Environmental Management Plans and Strategies and associated programs, CAP's etc. The Growth Plan provides a framework or context for these projects and programs. The Growth Plan has been revised to reinforce this link to a large range of environment themed projects underway (i.e G21 pillar projects). Water is a fundamental need for human life, and therefore critical to a functional society and a liveable environment. Adequate and safe water supply is important to support and develop the region. Where new needs have arose Barwon Water has actively invested in new water sources to diversify and secure water supplies. The reliability and quality of supply is closely monitored to ensure that these goals are not compromised. Barwon Water's Water Supply Demand Strategy, 2012 to 2062 identifies a range of future actions that will ensure water supply is sustainable for a very long time. The latest CSIRO and SEACI climate change projections have been considered in Barwon Water's forecasting and most systems are secure for many years without further upgrade. New upgrades will be selected and sized so that each service area is prepared for

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	Social aspects: • Food prices are likely to increase dramatically in the future as the planet's ability to support the human race reaches new levels of stress. • The G21 Growth Plan document makes only passing reference to peak oil and avoids most of the issues raised in this document. • It has leap frogged the fundamental question of whether we should proceed with growth and consequently where there is an alternative pathway other than growth to long term prosperity. **Global financial instability:** • The currently global economic situation has a long way to travel before it is resolved. Launching a high growth plan for the Geelong region is particularly high risk strategy as it relies on growth when all the global indicators suggest that this is unlikely to occur even in the short term. **Conclusions:** • The Growth Plan is misleading in that its main aim is to sell the public the plan rather than provide honest discussion points. • At the very least a chapter outlining the dangers should be included in the discussion so that people are given that nowhere in the currently plan does it even suggest a downside to this Growth Plan. • Important to consider that globally climate change will continue to intensify as time goes. • Being overarching body responsible for the welfare of 222,000 people already living within its purview, the onus is on COGG to act prudently. • I would have thought it axiomatic that sustainability replaces growth at the top of the masthead as our collective pathway to long term prosperity.	future climate challenges. Barwon Water's forecasting is based on a range of computer modelling analyses that consider a number of drought scenarios and dry years. Each supply system is 'stress tested' to ensure that it can continue to meet supply standards under a dry climate. As consumption grows over time, due to forecast population growth, system upgrades and new source options will continue to buffer these drought periods. The importance of the regions agricultural assets is in a large part due to consideration of issues relating to climate change, peak oil and food security. While many of the issues raised may not necessarily be obvious in the Growth Plan, the Plan is supported by a Background Report and a series Issue Papers (including Environment) which examine these considerations and challenges in more depth and provide the basis on which the plan was developed.
34.	• Disappointed that G21 did not take up request to meet with G21 planners to expand on its earlier submission. • Believes that the development of Geelong towards the north suggest that families	No changes to the sections 4.3 and 4.4 supported. The Growth Plan addresses regional infrastructure such as hospitals

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	will move into the area and will require education • Given pressure on independent schools in Geelong currently an additional to the independent schools family in the Lovely Banks Growth area should be welcome and encouraged. • Submission is pleased to see its proposed new school site included within the northern investigation area however believes the timetable for the commencement of development is unreasonably conservative. Having regard to the experiences and lessons learned from the Armstrong Creek growth areas planning and recent development. • Opportunities for diversity require greater support and flexibility than simply being included in a general statement of principles. **Suggested improvements/amendments** • Sections 4.3 – under key regional assets, 4th dot point remove the word higher from the statement • Section 4.4 Critical drivers for growth – could include a short statement about a strong diverse and growing education sector to include new primary and secondary opportunities • Section 4.12 Sequencing of Growth and Planning. – believe the timeframe for the detailed investigations of the nominated greenfield growth areas are too broad and provide little scope for flexibility. Could be expanded to 4 – 2012-2020, 2020 – 2030, 2030-2040 and 2040+. Detailed planning for identified investigation areas should be undertaken towards to the end of 2020 period. The region could face supply shortages and price escalations.	and higher education facilities. The Growth Plan considers primary and secondary schools a local issue/asset. The priority, sequencing and notional boundaries of the further investigation areas remain unchanged. The Further Investigation Areas are options for growth beyond planned growth to provide for security of land supply and higher growth rate scenarios. These areas will be considered after further infrastructure planning. The identified Investigation Areas and priorities are not definitive and have no formal status as 'future development' sites without further work. An Implementation Plan will be undertaken to investigate and identify any preferred Further Investigation Area, including infrastructure sequencing and triggers for planning and land release linked to an identified land supply monitoring process.
35.	• Agree with overall analysis and identification of growth issues within the region. Support the proposed spatial strategy for the management of growth by containing and consolidating established settlements • Identification of Lovely Banks as a 'FIA' is well considered and necessary. • Lovely Banks area offers the Greater Geelong community with the prospect of an additional settlement area with a high degree of amenity. Reinforced by its elevated	The priority, sequencing and notional boundaries of the further investigation areas remain unchanged. The Further Investigation Areas are options for growth beyond planned growth to provide for security of land supply and higher growth rate scenarios.

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	position, proximity and accessibility to the Geelong Ring Road and areas of employment including the Geelong CBD and Avalon. It will be important that the concept of sustainability drives the design and vision for the community. • Appreciate why Lovely Banks was nominated as a long term growth however feel that the timeframe will be shorter than that nominated, because: · Choice of location for new development is restricted to the city's north and there is a present and emerging need for greenfield land in the city's north. This land should be available concurrent to land in Armstrong Creek · History of land development within the Victoria has been marked and driven by land development interests committed to the earliest realisation of development potential commensurate with demand for new housing. · Elements of the development industry already hold land within Lovely Banks and we anticipate other larger industry members acquiring land within the area in the short term. **Suggested improvements/amendments** • Urge G21 and the City of Greater Geelong to be open, flexible and supportive of creating an opportunity to development Lovely Banks provided that an appropriate infrastructure strategy to service the area can be prepared and endorsed. • Ask the City of Greater Geelong as the planning and responsible authority be vigilant and not facilitate or approve any rural based use within the Lovely Banks area that might impose serious constraint on residential development at a later date.	These areas will be considered after further infrastructure planning. The identified Investigation Areas and priorities are not definitive and have no formal status as 'future development' sites without further work. An Implementation Plan will be undertaken to investigate and identify any preferred Further Investigation Area, including infrastructure sequencing and triggers for planning and land release linked to an identified land supply monitoring process. Implementation of the RGP into Planning Schemes will provide a statutory mechanism to avoid land use decisions which compromise future strategic site opportunities.
36.	• Surprised that in the Surf Coast Shire only two projects are thought prominent enough to be reported by G21 as growth drivers. • Questions where the investments that are required to: • Upgrade the Great Ocean Road, • Protect access and environmental integrity of the Bells Beach Precinct • Establish community safety and evacuation facilities • Provide small businesses support	Noted – submission also relates to draft G21 Economic Development Strategy and submission has been referred to that process for consideration. A number of these issues are identified within the Growth Plan directions where of a regional scale. Changes have been made to the appendix B – Torquay/Jan Juc.

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	• Meet community infrastructure needs • Establish health networking and local communities • Promote the creation of wellbeing • Create the means by which the massive potential for jobs, training and social development that is associated with support for art and culture spending. • Meet emerging primary secondary and post secondary education needs • Two projects worth noting which are not mentioned include – a regional facility to be developed at the SCS Civic Precinct and a Sound Shell to facilitate our cultural events to be located in the rolling country of Spring Creek in the Shire. • Need to review G21 Economic Development Strategy – link game changes to existing strengths • Plan should have a more challenging and exciting vision • Development of Portland as states primary port would be a major game changer **Suggested improvements/amendments** • Asks that G21 re-examine its reports to incorporate responses to the foregoing. • Consider a more challenging vision	No change to vision – this is linked like other RGP's to the Region Plan vision. Significance of Geelong Port and linkages to GREP/Avalon is a significant game changer for this region.
37.	• Concerned that the proposed Intermodal Freight facility at Gheringhap did not feature in any of the plans presented. Concerned Vic Roads were not aware of the proposal. Traffic on the Midland Highway could be affected by the proposal was not recognised. • The bridge at Batesford is too narrow for increased traffic and a new road from Gheringhap to the Hamilton Highway as part of the Gheringhap Intermodal proposal was not addressed. • Since the Golden Plains Shire presented this plan four years ago, submitter has not seen any suggestion that the intermodal proposal had been abandoned.	The Growth Plan does identify the value of an intermodal facility as a key piece of infrastructure linking the Geelong Port, Avalon and Geelong Ring Road Employment precinct (GREP). A range of potential intermodal sites were analysed in a preliminary feasibility study for the Department of Transport over 2 years ago which included Gheringhap, GREP, Avalon Airport and land between Lara and Little River (the initial preferred site).

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		The draft Growth Plan does not nominate a preferred site. This is in part due to new study being prepared for Department of Transport which looks at land uses and transport between Wyndham and North Geelong again in the context of the Regional Rail Link project, Avalon Master Plan project, proposed rail link to Avalon and current Lara 'on hold' rezoning proposal before the City of Greater Geelong. Golden Plains Shire is also yet to develop the Gheringhap Structure Plan which will identify future land use directions for the Gheringhap area.
38.	• Key element of the Draft Growth Plan is the identification of two investigation areas to the north and west of the Geelong Ring Road for potential development beyond 20 years. • Support the identification of Batesford as a potential greenfield expansion. • Do not believe Lovely Banks investigation area should be given a 'higher priority' over the Batesford investigation area in the final G21 Regional Growth Plan. • Key attributes of the Batesford area include: proximity to Geelong, accessibility to key transport corridors and employment centres, the availability of servicing infrastructure, its ability to provide extensive recreational and public open space and its lack of environmental constraint. • The above suggests that Batesford should be at least an equal priority for urban development and infrastructure provision. • The draft growth plan does not identify any key factors or attributes that indicate Lovely Banks should be afforded higher priority. • Given the future rate of growth for the G21 region is unknown it is possible population growth may exceed current expectations and projections.	The priority, sequencing and notional boundaries of the further investigation areas remain unchanged. The Further Investigation Areas are options for growth beyond planned growth to provide for security of land supply and higher growth rate scenarios. These areas will be considered after further infrastructure planning. The identified Investigation Areas and priorities are not definitive and have no formal status as 'future development' sites without further work. An Implementation Plan will be undertaken to investigate and identify any preferred Further Investigation Area, including infrastructure sequencing and triggers for planning and land release

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	Suggested improvements/amendments • Further investigation or priority ranking should be determined by the capacity to efficiently deliver infrastructure combined with capability to deliver urban development. • Suggest the Regional Growth Plan should reduce the anticipated timeframes for the growth areas to short – medium term (5-15years)	linked to an identified land supply monitoring process.
39.	• Has a strong interest in the progression of the G21 Regional Growth Plan and is generally supportive of the plan and supports the requirement to identify land to accommodate the growth throughout the region. • Recognises the importance of identifying potential growth areas to accommodate future growth as Geelong approaches and beyond 500,000 • Supports the location of the two Further Investigation Areas • Recognises that the priority of development will be informed by the Regional Infrastructure Plan and the ability for the responsible authority to service the areas. • Acknowledges that the objectives of the infrastructure plan informs the priority of the further investigation areas and allows for planning of the priority development with the FIA by identifying appropriate use of existing infrastructure and a cost benefit of new infrastructure. • Extremely concerned with the 18 year timeframe contemplated for the preparation of the Regional Infrastructure Plan and identification of the preferred greenfield growth areas. • Considers that the commencement of development within the Further Investigations Areas beginning after 2030 to be excessive and inappropriate. • The Growth Plan specifies that careful monitoring of the rate of development and land supply will be required every three to five years. Submitter is concerned that neither the funding for a mechanism for the implementation of these reviews has been devised. • The Growth Plan shows that zoned land currently identified for planned growth and infill growth is expected to meet the requirements of a region at 500,000 parcels of	The priority, sequencing and notional boundaries of the further investigation areas remain unchanged. The Further Investigation Areas are options for growth beyond planned growth to provide for security of land supply and higher growth rate scenarios. These areas will be considered after further infrastructure planning. The identified Investigation Areas and priorities are not definitive and have no formal status as 'future development' sites without further work. An Implementation Plan will be undertaken to investigate and identify any preferred Further Investigation Area, including infrastructure sequencing and triggers for planning and land release linked to an identified land supply monitoring process. The implementation plan is expected to be completed by 2014 and as such will be completed prior to development of Further Investigation Areas.

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	proposed land may not be available and developed for varies reasons. Therefore creating a shortfall of available land. • Submits that investigation into potential development of the FIA's to accommodate growth should be allowed to proceed immediately. Any timing of development should be determined by the following: · The individual characteristics of the site. · Each sites ability to demonstrate it can be serviced with infrastructure · Driven by market demand · Allows for a variety of lifestyle choices throughout Geelong to suit different sectors on the market. · Depend upon rare opportunities where multiple landowners are prepared to work together to prepare a proposal and develop the land in a coordinated and logical approach resulting in a better planning outcome and better neighbourhood community precincts. · The option of offering land in Lovely Banks, Bell Post Hill and Batesford South will allow for balanced planning and development throughout Geelong. · Make the most of the current and future infrastructure already available in the local area. **Suggested improvements/amendments** • Removal of any referencing to timing with respect to the Further Investigation Areas • Removal of requirement to complete the Regional Infrastructure Plan prior to commencement of any development within the Further Investigation areas · The 3-5 year review of rate of development and land supply should not have any impact on the timing of development within the Further Investigation Areas.	
40.	• Submission is based on G21 Transport Pillar Minutes April 2012, G21 Sustainable Transport Sub Committee Minutes – March 2012 and G21 Region Principle Bicycle Network Meeting – 4 May 2012	Noted comments and suggest amendments within the parameters of the projects scope and role. The following changes have been made:

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	• Supports identified Critical Divers – an efficient and effective transport network and challenges 1, 2, 3 and 4 – reduce dependence on cars • Provides a definition of Principle Bicycle Network • The final growth plan should canvas routes which are bitumen sealed and exclusive to cyclists eg Geelong – Torquay, Point Lonsdale to Ocean Grove, Winchelsea to Moriac, Ocean Grove to Portarlington, Bannockburn to Geelong. • Part 2 – Geelong – Torquay Sustainable Transport Corridor - Strongly support this initiative with a few qualifications – a dedicated bicycle path, separated from cars and pedestrians, would be used as a serious transport connection alternative (as well as a significant regional tourism attractor) **Suggested improvements/amendments** • Page 24 – unique and connected communities – provide for local sustainable transport solutions to join community hubs, encouraging local patronage. • P25 – 8. Accessible Transport Choices – Prioritise sustainable transport infrastructure investment – pedestrian, cycling and public transport. Linkages, completion, improvements and integration will be essential in encouraging accessible choices. • P27 – Regional Strategic Assets – Transport Corridors –'the proposed principle bicycle network will also become a key transport asset within the defined transport corridors, linking new growth zones.' – Significant tourism routes and assets – 'the proposed PBN will become a key attractor in one of the fasted growth and most valuable regional tourism sectors – cycling tourism' • P29 Regional Growth Plan – Consolidation – How - creating an efficient and equitable transport network 'integrating sustainable transport solutions and choices, locally and via hub connections'. Optimising how – 'providing infrastructure for new growth areas and infill development 'incorporating linked sustainable transport initiatives' • P37 Map 4 – an efficient and equitable transport network ...to Colac. 'The implementation of the Principle Bicycle Network via sealed on road and off road transport options will help to achieve practical sustainable transport solutions.	Principle 8 revised to include the words *integrated and sustainable transport options.* Revised direction *'an efficient and equitable public transport, road and freight network leveraged off existing infrastructure. '* The PBN is a potential initiative as a result of the direction 'an *efficient and equitable public transport, road and freight network leveraged off existing infrastructure.'* The implementation plan and specifically the infrastructure component will consider such initiatives.

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	• P45 6.3 Infrastructure Plan – transport – to identify future transport infrastructure and services 'pedestrian, cycling (sealed on and off road linkages, local and regional), public transport (bus, ferry, train, planes), freight (air, land and sea incl. Logistics), car (transport and parking). • P45 6.4 Planning '...such as creating efficient sustainable transport dependent communities and...'	
41.	• The identification of Batesford as a potential greenfield expansion area for Geelong is well supported. • With regard to timing and sequencing of urban development and infrastructure provisions we do not believe that the Lovely Banks investigation areas should be given a higher priority over the Batesford area. • Key attributes of the Batesford area include: proximity to Geelong, accessibility to key transport corridors and employment centres, the availability of servicing infrastructure, its ability to provide extensive recreational and public open space and its lack of environmental constraint. • The above suggests that Batesford should be at least an equal priority for urban development and infrastructure provision. • The draft growth plan does not identify any key factors or attributes that indicate Lovely Banks should be afforded higher priority. • Given the future rate of growth for the G21 region is unknown it is possible population growth may exceed current expectations and projections. **Suggested improvements/amendments** • Further investigation areas should be determined by the capacity to efficiently deliver infrastructure combined with capability to deliver urban development. • Reduce the timeframes for the growth areas to short-medium term (5-15 years)	The priority, sequencing and notional boundaries of the further investigation areas remain unchanged. The Further Investigation Areas are options for growth beyond planned growth to provide for security of land supply and higher growth rate scenarios. These areas will be considered after further infrastructure planning. The identified Investigation Areas and priorities are not definitive and have no formal status as 'future development' sites without further work.
42.	• Responds to the apparent lack of information on Queenscliff and Point Lonsdale • The Searoads Ferry, the Queenscliff Harbour, the amount of vehicular traffic coming to Queenscliff from across the water and via the Bellarine Highway has been seriously	The Growth Plan includes a number of graphical and written acknowledgements of the role of the harbour and ferry service in terms of

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	ignored. • The Bellarine is a Tourism, Recreational, Attraction and Winery growth corridor of growing proportions with a road that is a single thoroughfare from Grubb Road – while having massive use in the obvious peak times, yet growing even mote with large developments in Point Lonsdale stimulating transport in the non-peak timeframe. • This does not take into account the future infrastructure and growth that mode of transport such as the huge ferry provides from two directions. • The map provided did not even include Queenscliff or most of the Bellarine which is appalling particularly as members of G21 • The urban development seminars were introduced to this void in their particular future plans – assumed that this information may have been circulated to G21. • Request meeting with Elaine Carbines or nominated representative	tourism and providing a key eastern link. Similarly the role of the Bellarine Peninsula is acknowledged from a tourism perspective but in the same context as the regions other significant tourism assets. Context and assets mapping has been updated - Queenscliff has been included on all maps. Growth Plan is primarily concerned with the most suitable locations for future residential and employment growth in the G21 region so is not designed to address all the points covered in the submission. The duplication of Bellarine Highway to Point Lonsdale (Fellows Road) is supported.
43.	• A major challenge will be to arrive at a Bellarine focus then have the critical local issues acknowledged for further consideration. • Reinforcing and strengthening Central Geelong – bold thinking will need to be encouraged and supported to bring about this evolution. • Efficient and equitable transport network/national transport and logistics precinct – i.) provision of logistical centre at Avalon to further reduce Melbourne suburban based traffic congestion and major capital projects. ii) Queenscliff – incorporate the current ferry feeder and future water taxi services. iii) Portarlington Safe Harbour and Drysdale Ring Road – both need to be activated. • Land and infrastructure for existing and future employment nodes – a challenging exercise • NBN Roll out – the extension through to townships within the northern Bellarine region must be included in the current installation timeframes and scope of the plan.	While acknowledging the work done within the Bellarine Peninsula community to develop a future plan for the Bellarine (Bellarine 2050) the Growth Plan is not in the position to adopt the summary of existing workshop ideas and opportunities (although many of them were recognised in the draft Growth Plan). Nor is it within the scope of the Growth Plan to establish a group within COGG, nominate dedicated personal or commit CoGG to undertaking the Bellarine 2050 project. Fundamental to the development of the plan has been working with adopted or approved planning strategies that have been

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	• Education, knowledge and research – relies on the NBN and associated infrastructure • Maintain and improve natural assets and infrastructure – important and critical when considering further settlement and infrastructure issues. **Recommendations** • Bringing the above to fruition will be the engagement of local communities within a shared ownership of the outcomes. • Bellarine 2050 Our Place Our Future program is now complete and ready for next stages. **Suggested improvements/amendments** The following steps are critical to the ultimate future of the Bellarine: • Establishment of an appropriate group in conjunction with CoGG and key community personal • Formal adoption of the objectives and scope of the Bellarine 2050 project. • Acknowledgement and endorsement of the Bellarine 2050 Symposium outcomes. • Development of suitable funding models based on private/public partnerships. • Expansion of the items list on page 49 of the draft Regional Growth Plan to incorporate the attached symposium workshop summary notes.	developed following public consultation. The current work by the submitter while of value has not been formally receive, considered or adopted by Council. The Growth Plan will provide a basis for considering more localised policy direction and planning for the Bellarine.
44.	• Seek clarification regarding residential growth recommendations for coastal towns on the Bellarine Peninsula. • Seek clarification whether recommendations to 'limit growth in adjoining coastal settlements of Barwon Heads, indented heads, St Leonards, Portarlington, Queenscliff and Point Lonsdale to existing settlement boundaries as per structure plans' restrict growth to existing Structure Plans boundaries only or whether these areas will be determined by future structure plans, UGPs. • Concerned that if growth in these towns is restricted to existing settlement boundaries then this recommendation essentially prevents any additional changes	The Growth Plan allows for the standard process for Structure Plans reviews to take place. These will need to consider the Growth Plan when adopted as policy.

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	without amending the G21 Regional Growth Plan. • Any revision of these Structure Plans cannot consider amending the settlement boundaries as this is not supported under the Regional Growth Plan.	
45.	Waurn Ponds (Lemmins Road area) is not on the development plan and therefore our zoning remains the same. Has all our work and common sense gone out the window.	The purpose of the Growth Plan is to examine where a further 210,000+ people are to be accommodated across the region. One of the key findings is that extensive areas have already been identified to accommodate short and medium term growth needs. A number of areas were examined to identify potential areas (Further Investigation Areas or FIA's) that might provide for longer term growth needs. The 2 FIA's that were ultimately identified were done so on the basis of a number of factors including scale (ability to deliver substantial housing numbers), level of fragmentation and capacity to provide for planned community outcomes. Based on conversations and communications with residents in this area it is clear that the resident community has a preference for a low density outcome rather than conventional – higher density outcomes that would make appreciable difference to housing the targeted long term population. For this reason this area was not identified. Opportunity exists for the Council to consider other residential zoning options for this area (i.e LDRZ if environmental and landscape issues can be managed) given it has not been targeted for conventional housing.

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46.	Concerned about the advertised location of the Colac Open House. Provided submission via survey.	Noted
47.	We need a train station desperately now, let alone in 20 years! Thousands of people live in Torquay but travel to Melbourne to work every day. The area is growing fast and should have basic infrastructure such as a rail way line.	Noted. Changes to directions around sustainable transport options including public transport services responding to growth
48.	Supportive of: • NBN broad band network being rolled out for the Bellarine Peninsula • The proposed growth areas nominated in the plan – find it difficult to see how people will have new employment opportunities to support increasing populations in places such as Colac, Winchelsea and Bannockburn. • The proposed settlement breaks and strongly recommend there be on between Point Lonsdale and Ocean Grove • Maintaining the existing town boundaries • Maintaining existing wetlands and import bio-diversity areas – COGG needs to move towards incorporating these policies into the planning schemes. • Development of the Port and Avalon Airport as future growth centres. • Creating a good public transport system • Improved food and water security • Improving conservation areas and heritage places. Not supportive of: • A two lane highway through Queenscliff to the car ferry • Cuts to education funding for TAFE Colleges and education in general. • Any attempts to introduce 'Fracking' on the Bellarine Peninsula or the Geelong Region.	The Growth Plan is unable to address cuts to education funding. The Growth plan does not identify any opportunities for 'fracking' within the Bellarine Peninsula. The plan does identify the renewable energy opportunities are geothermal. Duplication of Bellarine Highway to Point Lonsdale (Fellows Rd only) is supported. Settlement breaks have not been identified around all settlements. The Growth Plan confirms the role and importance of settlement boundaries as identified in township structure plans. These boundaries are critical in creating breaks between settlements and preserving the natural and landscape values and settings of all towns and settlements in the region.

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	Concerned about: • Our ability to cope with 500,000 people • Dismantling our heritage buildings and streetscapes • The centre of Geelong seems to be dying since the two malls have attracted a large part of the retail activity. **Suggested improvements/amendments** • Strongly recommend there be a settlement break between Point Lonsdale and Ocean Grove	
49.	Submitter has interests in land in Colac. Submission highlights relevant elements of the Draft Regional Growth Plan and responds with the following: • Supportive of Colac being acknowledged as an important regional growth node given its strategic role as a regional centre in the western district. • Concur with the scale envisioned for Colac • Understand the Colac Otway Shire expect to undertake a Structure Planning process for the Colac once the G21 RGP has been adopted.	No change recommended. Structure Plan processes for these towns undertaken by Council's will need to examine in more detail growth locations, major infrastructure issues and needs and potential planning/release triggers.
50.	Submission highlights relevant elements of the Draft Regional Growth Plan and responds with the following: • Supportive of Winchelsea being acknowledged as an important a regional growth node • Concur with the scale of growth envisioned for Winchelsea • Understand that the Surf Coast expect to review and revise the Winchelsea Structure Plan in response to the adoption of the G21 RGP. • Disagree with the G21 RGP limiting the growth opportunities in Winchelsea to the south or west. Suggest that the identification of appropriate growth fronts within Winchelsea should be left to the structure planning process. • Suggest that once the structure planning process has been complete the timing of rezoning and subdivision should be a matter of negotiation with Council subject to	Accepted – the growth of Winchelsea is not limited to the south and west. Further work by Surf Coast Shire will be undertaken to consider how Winchelsea will accommodate growth to 10,000 people. The proposed timing of growth within Winchelsea will remain as Medium term but will be reviewed as part of the further work (see comment submission 49)

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	evidence of land supply and the ability of any developer to meet any bring forward infrastructure costs. We do not see the tole of the G21 RGP to preclude or delay the development of a new growth front within Winchelsea where this is consistent with a town structure plan and the developer wears the risk and cost of infrastructure embellishments. **Suggested improvements/amendments** • Request that any notation within the G21 Growth Plan limiting Winchelsea's growth to the south and west be removed. • Bring forward the timeframe for delivering a new growth front within Winchelsea to enable a competitive housing market to emerge in the region.	
51.	• Submission provides a description of the site opportunity generally in the area of Tower Road, Allen Road, Batman Road and Geelong Road. Provides a map of the Portarlington Structure Plan boundary which identifies the site as longer term residential growth area. • Primarily concerned that in both the Background Report and the Regional Growth Plan is that it is unclear whether the site is shown as identified planned growth – figure 3.4 and figure 4. • Believe table 3.1 should further clarify the areas that are expected to accommodate this growth. **Suggested improvements/amendments** • Request that the designation of the identified planned growth area be made clearer in the Background Report and Regional Growth Plan so that it reflects the direction contained within the Portarlington Structure Plan. **Background Report** • Amend figure 3.4 to show the site as identified planned growth by relocating the red shading on the eastern side of Geelong Road to the west side of Geelong Road • Include the following note at the bottom of table 3.1: the identified planned growth (greenfield) area in Portarlington is located between Tower Road, Allen Road, Batman Road and Geelong Road, Portarlington.	Accepted. The location of Portarlington Road was incorrect. The identified planned growth, settlement and employment growth directions and major infrastructure maps have been updated to show the subject site as planned growth and within the Portarlington Structure Plan Boundary.

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	• Where a structure Plan exists it may also be appropriate to make similar notes for other smaller non growth settlements. **Regional Growth Plan** • Amend figure 4 to show the site as identified planned growth by relocating the red shading on the eastern side of Geelong Road to the west side of Geelong Road Amend Map 3 to show Portarlington settlement boundary in the same location as it is shown in the Portarlington Structure plan	
52.	• Refers to earlier submission to the stage 2 in January 2012 and a number of suggestions that had not been included in the Draft Plan. Submission wishes to reiterate the points raised in that submission and addresses a number of key additional issues. • Key themes on page 9 require additional points that encourage consideration of the importance of retaining cohesive communities and building social capital. The Plan would be strengthened by recognising these issues require more than well managed infrastructure, employment and town character. • The identification of summer population peaks and pressures on infrastructure (p15) is supported but should be extended to recognise the pressures on communities and services at these times. • The list of challenges and sustainable solutions provides a good base for the ecologically sustainable development in the region yet the bar should be raised. • The list should be extended to include the need to invest in the necessary innovation to address the challenges. • Coastal climate challenges are considered significant and should be specified in this section. • The principles are broadly support but would be strengthened and more effective if the approach taken by the VCS hierarchy of principles. Directions in principle 1 appear to contradict and should be more clearly worded. Principle 4 requires reference to coastal and marine areas. • The strategic assets of the region requires marine areas to be considered for	The context section has been revised to include a more detailed discussion on the challenges facing the region, the role and functions of key areas and the role and function of Geelong. Only minor changes to the principles have been made. These principles were broadly accepted by the community during stage 2 and 3 engagement. Principle 4 has been revised to include the words marine. The assets map has been updated to include marine parks and the coastline. Further work has been identified for DSE to develop a regional plan for public lands addressing resilience in a range of challenges including climate change and population growth.

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	inclusion. The inshore marine area underpins recreational activity. Marine areas support the fisheries identified in Principle 5. Marine National Parks and sanctuaries should be recognised as strategic assets. • The framework for growth does not provide sufficient logic in all areas to illustrate how this will be achieved. • The statement for modest growth for other rural and coastal settlements pg 30 does not appear consistent with limiting growth in other rural and coastal settlement boundaries on page 28. • The framework also refers to identified settlement boundaries jut on map 3 it refers to identified structure plan settlement boundaries. • Not clear why employment growth omits construction and retail foundations. The projected population will clearly require significant housing, facilities and shopping. • Supports the establishment of settlement breaks and suggest that the Coastal spaces landscape assessment and recommendations for SLOs influence their locations. • The western Victoria boating CAP recognises gaps in recreational boating services and infrastructure. Apollo Bay was identified as a high priority and regional level location. • The Great Ocean Road is currently compromised by landslips and threatened by coastal erosion. Will require significant maintenance and possible rerouting. Critical safety issues should be recognised. • Existing infrastructure will require significant investment in future to cater to higher levels of demand. • The social and environmental impacts of infrastructure provision and growth also require investment and monitoring to ensure all RGP principles are met. • Strongly supports the need for future work identified to prepare a strategy for the resilience of public land, resilience to climate change • Section 1.5 lists the VCS as VCS review – should be reworded to Victorian Coastal Strategy 2008 and Mid-term review	

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	• Reference to CAPs should be reworded to Regional, Local and Boating CAPs	
53.	**Population Growth** • Unable to support the large increase in growth proposed in the plan. There is no rational presented for the need for growth this size. Does this figure assume that the population of Victoria should more than double in size or is there a desire for Geelong to be special in its expansion aims? Who will benefit from an enlarged city of this nature? Myth that more people will result in more employment is now contradicted. • It appears that the economy is built on the building industry ever expanding and that more people are required for more houses and other facilities such as roads, public transport and public buildings. • More people have not made for a better city; it is now dirtier, with unattractive streets full of struggling shops and the unemployed youth with nothing to do have made people feel unsafe. • It appears that at present land subdivision and housing developments precede the siting of community assets and infrastructure, public transport and general facilities. • Infrastructure should be developed before land sales take place and until this can happen there should be no further releases of large scale development areas with the only beneficiary being the agents. • Believes that further expansion of this region should not be promoted until Armstrong Creek is a thriving suburb and community. **Water** • It must be presumed that doubling the size of the population will double the amount of water required. • At present Geelong region contains two very stressed rivers with the Moorabool river being the most stressed in Victoria. • The Anglesea bore field has not yet proved that the aquifer will recharge at an	**Population Growth& Employment** Growth projection data is based on 2011Census data and VIF projections for the state. Rather than nominate a specific population size at a particular date the Plan provides a framework to respond to growth at the rate it occurs linked to infrastructure sequencing and trigger points. Further explanation about this is proposed in the final Plan. The building sector is an important part of the economy however the Plan identifies that key jobs growth will be in a range of other sectors building on the regions competitive advantages. The Plan recommends the development of an Implementation Plan including an Infrastructure Plan to minimise infrastructure lags and to prioritise existing urban and identified growth areas (including Armstrong Creek) ahead of new greenfield areas. The Plan has been revised to further detail land/infrastructure sequencing **Water** Population growth is a key driver for growth in water consumption in the Barwon Region. Despite this, consumption modelling indicates that water efficiencies will continue to

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	appropriate rate and whether this source of water is sustainable. • If an increase in population takes place urges that the government require that both Ballarat and Geelong establish water recycling plants to potable standards. **Loss of biodiversity** • At this time biodiversity has declined in all locations and the Geelong region is no exception. • Species decline in the Geelong region included many bird and animal species which have disappeared or become seriously threatened. • We do not know the long term effects of the increase of human population in our area. • The precautionary principle must be an overarching guide to population expansion in the region. **Land for food production** • There does not appear to be any urgent plan in progress to evaluate how best to protect arable land for food production. • Believes that before boundaries of settlement are expanded an in depth analysis of the state of soils and the capacity of the area to provide food for 500,000 people. • Research into the possible carrying capacity for this region in about 30 years time must be undertaken. • Quality of life for residents and workers in the region should be the aim in current planning. With the population and housing doubling in size these advantages and general a lifestyle quality and community health may not last. **Employment** • G21 had indicated that an extra 80.000 jobs will be required. Employment in Geelong is rapidly shrinking with a number of industries disappearing or lost. • Future employment for the existing unemployed looks bleak. **Conclusion**	improve due to continued improvements in housing fixtures and appliances. I.e. each new washing machine is much more efficient than the last. Despite the growth forecast in the region, Barwon Water's *Water Supply Demand Strategy, 2012 to 2062* indicates that there is sufficient water resource available to secure supply long term. In line with the Central Region Sustainable Water Strategy, Barwon Water has transferred 1075 ML per year of its Bulk Entitlement to an Environmental Entitlement to be used to improve the condition of the Moorabool River. The Anglesea borefield has been operating since October 2009 in accordance with the Bulk Entitlement (Anglesea Groundwater) Order 2009. The Bulk Entitlement (BE) was prepared to ensure the extraction of groundwater is sustainable. Barwon Water will complete a further review by July 2013 that answers questions about: • the long term sustainability of groundwater resources in the Jan Juc Groundwater Management Area (GMA), • protecting the environmental values and health of groundwater dependent ecosystems, and

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	• Is concerned that there has been no comparison and discussion of various population levels for the region. Where is the discussion on the very large and significant disadvantages of a doubling population? The figure of 500,000 seems to have no basis for choice. • A basic paper on the means by which any expansion can be done in a sustainable way and level is required. • Work must first be done to resolve whether it is possible and desirable to increase the city areas and human impact by an increase in population. • Does not accept that 500,000 is the ideal population number and can see no discussion on how the decision was made. • Geelong and the G21 region should aim for a truly sustainable future, including the natural environment, rather than a bigger is better region with its associated dangers and disadvantages.	• improving resource management arrangements under the BE. Barwon Water has made considerable investment in new recycled water initiatives over the last few years. This includes using Class A recycled water to service the growth areas of Armstrong Creek and Torquay North. To provide water for future growth a number of potential options are identified in the *Water Supply Demand Strategy,* including potable reuse options. Current government policy and regulation does not allow these options to be selected. However in the future this may change. **Loss of biodiversity** Mapping undertaken in the development of the Growth Plan (included in Background Report) highlights a range of areas within the region with significant biodiversity values as well as areas vulnerable to climate change, fire and flooding etc. These have informed where future growth should occur to avoid direct. More environmental context detail has been added to the final Plan. Agree that the precautionary principle should be used. The revised discussion on FIA's and in the Implementation Section identifies key issues which will need to be

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		addressed in the planning and investigation of any FIA. The growth of the region and adjoining regions will undoubtedly have significant impacts on our environment (greater use and pressure on resources and coastal environments for recreation and tourism etc). The role of a range of other projects and strategies including Corangamite CMA's Regional catchment Strategy and G21 priority and pillar project will have an important ongoing role in development and implementation to address these challenges. The RGP provides a strategic growth framework under which these projects can be prioritised.. **Land for food production** The Plan reinforces the regions important agricultural land resources with many opportunities for food production development particularly where key infrastructure (water, transport network improvements, gas) etc can be provided.
54.	• Concerned to the low growth level. It is very conservative in nature and has low population growth rates. • Urge G21 to reconsider releasing this report. • The manner in which this report is written makes it difficult to achieve any growth rate beyond the conservative forecast. • The small amount of residential land and the staged release of land is an example of	No change to the projected growth rates. Further clarification has been provided in sections 1 and 2 in regards to the purpose of the Growth Plan and its role in managing the impacts of growth. The Growth Plan does not predict a growth rate or forecast population size at

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	how this report will effectively limit growth. • Fear that if the plan is released it will be more difficult to attract an international operator. • Documents such as the Draft Growth Plan can be extremely damaging for a region trying to attract private investment. • It is important that the G21 region can attract new investment to established new industries. New industries will only consider a vibrant and growth region to invest.	specific periods in time. Instead, it accepts there will be steady growth in the region and that the population is likely to reach, and potentially exceed, 500,000 in the next 30 - 40 years. It is acknowledged that major catalyst infrastructure projects will potentially increase growth rates. The Growth Plan provides a basis to respond to increased growth activity linked to coordinated infrastructure rollout and service provision. The Growth Plan establishes a framework for strategic land use and settlement planning that can sustainably respond to and accommodate growth at projected and potentially higher growth rates. The planned identifies a land supply of over 20-30 years and with the proposed growth directions will cater for a region beyond 500,000. The Final Draft Growth Plan will be handed over to the five G21 councils in July/August as planned.
55.	Seeks identification of land (formerly subject to the now repealed Port Bellarine Tourist Resort Act 1981) west of Point Richards as a potential growth area adjoining Portarlington. Suggests that land is suitable to accommodate growth as previously designated as a tourist resort.	No change recommended The subject land is located outside the settlement boundary identified in the Portarlington Structure Plan 2007. The Port Bellarine Act has been repealed. The submission provides no substantive case for review of the Structure Plan or Clause 21.14 directions.

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56	• **Key Infrastructure** - Importance of delivering key infrastructure to support the land use change. Notes realignment of Anglesea road is still unresolved and is fundamental to the success of the proposed employment precinct in the Armstrong Creek. Considers that G21 should specifically address this issue. • **Planning complexity** – delivery of the Armstrong Creek Growth area has been delayed by lengthy planning processes. This significant issue is not reflected in the Growth Plan and appear to be no specific implementation strategies to address the issue. • It is considered that urgent attention needs to be given to ensure swift approval of Amendment C240 to enable delivery of much needed land supply to the growth area. • **Cost of development on housing affordability** – care needs to be taken that this affordability is not compromised by excessively high planning costs. These costs relate to both the cost of the planning process itself, the cost of delays and the cost of development contributions. • Development costs for Armstrong Creek are cause for concern. The plan should seek to find an appropriate balance that does not rely solely on development to fund infrastructure in growth areas.	**Key Infrastructure** The Growth Plan is a high level plan which sets the framework for infrastructure to support growth. The G21 economic Development Strategy and Armstrong Creek Urban Growth Plan recognise the importance of a high speed link to the Surf Coast Highway from the Ring Road. The investigation of this option by VicRoads was identified in the Ministers Review of the Stage 4C amendment. Specific reference to the realignment is not considered necessary at a regional level beyond existing identification of building on the Ring Road connections. **Planning complexity** It is not within the scope of the Growth Plan to implement growth that is already planned and subject to PSP's. This is the responsibility of the individual councils. The RGP does identify a process to investigate barriers and incentives for greenfield areas that have been identified for growth but not yet rezoned. **Housing affordability** As mentioned above the Growth Plan is a high level document which sets the direction for growth within the region. An implementation plan is proposed and will address key regional infrastructure and associated funding responsibilities.
57	Submits that Business Park within Torquay be identified within the G21 Growth Plan and	No change recommended.

Submission No.	Summary	G21 Regional Growth Plan Response
	also nominated on the maps as an important strategic employment node for the region. Noted that other business parks / estates in Geelong have been given such recognition and have been identified on some of the maps as employment nodes.	Torquay is nominated as a subregional employment centre which includes the Business Park. Direction is provided on the Settlement and Employment Growth map for strengthen and protecting existing and planned employment areas' which includes the Business Park. The Business Park is identified in Appendix B as a Key employment node for Torquay.
58	Provided presentation on the use of the abundance of industrial waste heat and build wise with low temperature hydronic systems.	Noted. No change recommended. The Growth Plan is a high level strategic plan which sets the framework for growth and does not provide specific recommendations for infrastructure or potential solutions.
59	Submitter supports: • no new growth fronts required for the next 10 years due to the existing significant existing planned growth areas in the region. Proceeding with additional major growth fronts in the short term would require major investment by submitter, cause a reduction in growth rates in existing serviced areas and put upward pressure on prices to existing customers. • That no new growth front is required in the northern/western area of Geelong in the short term due to the significant land supply soon to be available in west Lara and Armstrong Creek • The development of triggers to guide timing of introduction of any major new growth front • The recognition of infill development as a contributor to future supply • A greater focus on sequencing of development to avoid inefficiently associated with provision of social and physical infrastructure to and give certainty on future growth distribution to inform long term strategic planning service provision.	No change recommended.

Submission No.	Summary	G21 Regional Growth Plan Response
60	Submitter acknowledges that the regions natural resources and values were reasonably well represented throughout the draft plan and are recognised as an asset and their protection are fundamental to the regions past and present growth. Two opportunities identified that would enhance the plan: • Need to undertake further investigation to confirm the likely capacity of infill development in the region, identify barriers to infill and identify potential incentives that would encourage infill. • Encouragement of councils to improve policy around developers open space contributions that would see greater emphasis and requirement for protection, enhancement and ongoing maintenance of environmentally sensitive areas.	No change recommended. Exploration of the incentives for urban renewal and infill and well as a land supply monitoring process will be undertaken as part of the Implementation Plan. Noted comment on developer contributions however this is out of the scope of the Growth Plan and should be considered at a local level.
61	• Submitter acknowledges that while various levels of government have their hands on a diverse range of levers for residential, industrial and commercial growth there will be growth in the region. • This growth can be shaped and promoted to deliver better economic, environmental and social outcomes but is of course unavoidable. • Submitter believes that the Growth Plan could be more aspiration – the plan in its current form is perhaps too conservative in what it seeks to portray as the region's future. • Needs to better acknowledge the role the Geelong region can play as a growth node of State and National importance. Geelong will be a significant partner with Melbourne in delivering the State's economic, employment and population growth. • At a local level the plan should not shirk the need for well planned population growth across all the G21 constitute councils and their own local growth nodes. • Land market release dates should be set against population growth target rates. The target growth rate should be no less than 3% across the region. • Submits that the Geelong region is now large enough in both population and economic terms to warrant an equivalent body to Melbourne's Growth Area Authority. • There is a need for a new organisation to manage both growth and infrastructure	The Growth Plan does not predict a growth rate or forecast population size at specific periods in time. Instead, it accepts there will be steady growth in the region and that the population is likely to reach, and potentially exceed, 500,000 in the next 30 - 40 years. The region is currently growing at 1.6% and if this trend continues will see the Region at 400,446 by 2031 (Victoria in Futures, 2012). The Plan has been updated to clarify this. Geelong has a 15 year zoned land supply and a 17 strategically identified land supply. This is in addition to the multiple growth fronts within each of the G21 municipalities. A robust land monitoring process will be investigated as part of the implementation plan to ensure adequate land supply is maintained across the

Submission No.	Summary	G21 Regional Growth Plan Response
	planning to ensure timely infrastructure development and delivery and should be charged with developing innovative funding models. • There is a need for regionally consistent and coordinated messages and promotional materials and programs that support residential and commercial growth.	region. Allowing for the release of land if growth rates increase significantly as the result of major investment. The identification of other authorities to manage growth within the region is not within the scope of the Growth Plan and is not considered necessary. An Implementation Plan will be undertaken to investigate and identify any preferred Further Investigation Area, including infrastructure sequencing and triggers for planning and land release linked to an identified land supply monitoring process. The implementation plan is expected to be completed by 2014 and as such will be completed prior to development of Further Investigation Areas.

3. KINGSTON PARK OCEAN GROVE MASTER PLAN & MANAGEMENT PLAN

Portfolio: **Environment and Sustainability – Cr Doull**
Source: **City Services – Environment and Natural Resources**
General Manager: **Gary Van Driel**
Index Reference: **Council Reports 2012**

Summary

- The purpose of this Report is to inform Council of the preparation of the draft *Kingston Park Ocean Grove Master Plan and Management Plan* (2012) for the Kingston Park Reserve in Ocean Grove and allow the draft Plan to be displayed for public comment for six weeks prior to formal endorsement.
- The intent of the draft *Kingston Park Ocean Grove Master Plan and Management Plan* (2012) is to prepare an integrated master plan and management plan for the site, to guide future management of both the conservation reserve area and the recreational facilities within the Park.
- An internal working group was established with representatives from Parks and Support Services, City Services, Fire Management, Sport and Recreation and Environment and Natural Resources to guide the preparation of the draft plan and ensure that key outcomes and recommendations from existing background documents were included.
- A detailed community consultation process involving the distribution of an information leaflet and questionnaire, a community workshop, and notices and information in the local media informed the preparation of the Master and Management Plan sections of the report.
- The draft plan contains (Refer to Attachment 3-1):
    - Kingston Park Ocean Grove Master Plan and Management Plan (draft)
    - Summary Report Community Consultation Outcomes
    - Existing Conditions Plan
    - Existing Vegetation Communities Plan
    - Draft Master Plan
    - Draft Management Plan

Cr Doull moved, Cr Farrell seconded -

That Council:

1) **notes the draft *Kingston Park Ocean Grove Master Plan and Management Plan* (2012).**

2) **supports the release of the *draft Kingston Park Ocean Grove Master Plan and Management Plan* (2012) for public exhibition and comment for a six week period.**

Cr Macdonald left the meeting room at 9.13pm
Cr Macdonald re-entered the meeting room at 9.15pm

Carried.

3. KINGSTON PARK OCEAN GROVE MASTER PLAN & MANAGEMENT PLAN (CONT'D)

Report

Background

Kingston Park is a 12.5 ha reserve, owned by the City of Greater Geelong (CoGG), located to the north-east corner of the intersection of Grubb Road and Shell Road in Ocean Grove. The park is bounded by Adco Grove and Coolamon Close to the north, residential properties directly adjoining the park to the west, south and north-east corner, and the Geelong Revival Centre Camp to the east. The Ocean Grove CFA and The Mex restaurant are also located to the south-west corner of the park.

The Park is used by the local community and organisations for passive recreation and activities, and provides facilities including a playground, a picnic shelter and BBQ area, a public toilet block, a cottage housing the Girl Guides of Victoria, and a network of informal walking tracks in the 6.5ha conservation area located in the eastern section of the park.

The cottage located at the southern end of the open grass field is owned and operated by the Girl Guides Association of Victoria and the site is leased from the CoGG.

The Rotary Club of Ocean Grove has a licence agreement with Council to operate a summer community craft market in Kingston Park on the first Sunday of each month from October until Easter of the following year.

The Park features a population of Bellarine Yellow Gums, which are listed as 'endangered' in Victoria according to *'Rare or Threatened Vascular Plants in Victoria - 2000'* (DSE 2003) and listed as 'threatened' under the *Flora and Fauna Guarantee Act* 1988. The Park also contains one of the few near intact endangered vegetation communities 'EVC 175 Grassy Woodland' in the Otway plains bioregion left on the Bellarine.

Strategic planing for the Park is shared between Sport and Recreation on the west side, and Environment and Natural Resources Unit on the east side.

The need for this plan arose from on-going fire management issues raised by a number of residents, mostly on the southern boundary of the reserve combined with a need to provide a more integrated and planned approach for the management of both the conservation reserve area and the recreational facilities. Key elements of the project include:

- Mapping the existing vegetation on the site.
- Liaising with CoGG Environment and Natural Resources, Sport and Recreation, Parks and Support Services, Fire Management and City Services Officers.
- Consulting with the local residents adjoining the reserve and other local community stakeholders groups.
- Preparing a Draft Master Plan addressing the following:
    - Vegetation management, pedestrian access and the interface between bushland areas and adjoining private property.
    - Vehicle access, car parking and pedestrian paths/safety.
    - Management and provision of active and passive recreation areas and facilities.
    - Management of other community events such as the Ocean Grove Craft Market.

3. KINGSTON PARK OCEAN GROVE MASTER PLAN & MANAGEMENT PLAN (CONT'D)

- An internal working group was established with representatives from Parks and Support Services, City Services, Fire Management, Sport and Recreation and Environment and Natural Resources to guide the preparation of the draft plan and ensure that key outcomes and recommendation from existing background documents were included.
- Key outcomes and recommendations from existing background documents were used to inform the development of the plan. These included:
    - *Biodiversity Strategy*, City of Greater Geelong, 2003
    - *Ocean Grove Structure Plan*, City of Greater Geelong, 2007
    - *Ocean Grove Sporting Infrastructure Plan*, Insight Leisure Planning, PJ O'Reilly & Associated, 2010
    - *The Vegetation of Kingston Park Conservation Area – Assessment of Conservation Significance*, Mark Trengove Ecological Services, 2012
    - *Draft City of Greater Geelong Municipal Fire Management Plan*, October 2011-2014
    - *Ocean Grove To*
    - *wnship Protection Plan*, CFA, 2011
    - *Domestic Animal Management Plan*, City of Greater Geelong,2008

A community consultation process was conducted as part of the research and analysis phase of this project. An information leaflet and questionnaire was prepared to seek feedback from the local community to inform preparation of the Kingston Park Master Plan. The questionnaire was designed to identify existing use of the Park, key values, issues and opportunities to be considered in preparation of the master plan. 1181 information leaflet/questionnaires were letter box dropped to residents in the local area and another 50 copies were provided to both the Ocean Grove Customer Service Centre and the Bellarine Aquatic Centre in late September 2011. Additional information leaflet/questionnaires were also available at the community workshop held on the 12/10/2011 at the Ocean Grove CFA and from the City's Environment and Natural Resource Unit team members working on site through October 2011. Notices were placed in the Bellarine Times 4/10/11 and Ocean Grove The Voice on 5/10/11. A total of 95 questionnaires were completed and returned along with four detailed written responses by closing date of 21/10/2011.

Discussion

The draft *Kingston Park Ocean Grove Master Plan and Management Plan* (2012) has been developed in close consultation with existing site users and community stakeholders. The draft plan seeks to address the key objectives for the project including ongoing protection of key environmental and cultural heritage values and the staged improvement of passive and active recreational facilities.

3. KINGSTON PARK OCEAN GROVE MASTER PLAN & MANAGEMENT PLAN (CONT'D)

The draft plan contains (Refer to Attachment 3-1):

- Kingston Park Ocean Grove Master Plan and Management Plan (draft)
- Summary Report Community Consultation Outcomes
- Existing Conditions Plan
- Existing Vegetation Communities Plan
- Draft Master Plan
- Draft Management Plan

The Park has been divided into a four zones and sub-zones defined by common management aims/objectives (refer Attachment 1: Draft Management Plan). The four management zones and sub-zones are as follows:

Zone 1: Bellarine Yellow Gum Conservation Areas

Zone 2: Fenced Grassy Woodland Conservation Area
- Zone 2A Natural Remnant Grassy Woodland
- Zone 2B Primary Fire Break Zone
- Zone 2C Secondary Buffer Zone

Zone 3: Parkland Areas
- Zone 3A Scattered Woodland
- Zone 3B Primary Fire Break Zone
- Zone 3C Drainage Channel:
- Zone 3D Future Revegetation Areas

Zone 4: Recreation Areas
- Zone 4A Adco Grove picnic area, car park and playground area
- Zone 4B Guide Hall
- Zone 4C Open grass area

The following is a summary of the overall management objectives for the park:

- Protect and enhance the remnant vegetation including the population of Bellarine Yellow Gums and the existing conservation area and undertake staged restoration works where required to increase biodiversity and habitat corridor value while maintaining required fire breaks and views from adjoining properties for security.
- Maintain existing dog on lead in the conservation area and investigate dogs off lead area in the open grass area of the park.
- Upgrade existing regulatory signage and investigate provision of new interpretation signage.
- Protect and enhance the conservation area while improving and maintaining the required fire breaks from adjoining properties.
- Improve passive recreation areas and facilities, including installation of additional seats.
- Review vehicle access and the existing car parking areas and investigate removal of unused car parks and revegetation
- Improve pedestrian circulation and safety in the park.
- Investigate applying PCRZ (Public Conservation and Resource Zone) zoning to existing conservation areas within the Park.

3. KINGSTON PARK OCEAN GROVE MASTER PLAN & MANAGEMENT PLAN (CONT'D)

Environmental Implications

Kingston Park contains a thriving population of Bellarine Yellow Gums *Eucalyptus leucoxylon ssp. bellarinensis* located inside the fenced conservation zone and scattered around the Park. These trees are protected under the *Flora and Fauna Guarantee Act 1988* and the healthy and naturally regenerating population at Kingston Park has been assessed as of National significance. The Park also contains in excess of 6.5 hectares of remnant Grassy Woodland (Ecological Vegetation Community 175). This vegetation is listed as significant, as most naturally occurring remnants on the Bellarine Peninsula have been cleared. Both of these significant biodiversity assets will continue to be managed by the Environment and Natural Resources Unit, including ongoing removal of exotic weeds and aggressive natives such as Sweet Pittosporum and Tea Tree, followed by carefully planned ecological burning to promote groundlayer biodiversity values and reduce fuel loads.

The Assessment of Conversation Significance Report (Mark Trengrove 2012) commissioned by the City of Greater Geelong concluded that the conservation area on the eastern side of Kingston Park and the recorded areas of scattered remnant vegetation in the western side of the park have the following conservation values:

- State conservation significance for the occurrence of Bellarine Yellow Gum that it is listed as 'Endangered' within Victoria and is listed for protection under the Victorian Flora and Guarantee Act (1998) (DSE).
- Endangered vegetation community 'EVC 175 Grassy woodland' in the Otway plains bioregion (DSE).
- Very High Conservation Significance vegetation (Habitat Hectare Assessment/DSE).
- National botanical significance for it population of Bellarine Yellow Gum (CoGG Biodiversity Plan).
- Regional significance for its Grassy Woodland vegetation (CoGG Biodiversity Plan).
- Populations of Black Bristle-rush and the Drooping Sheoke which is of Regional Conservation Significance.
- High (State) zoological significance for its habitat values, that includes fallen timber, mature trees with hollows and a shrub layer (CoGG Biodiversity Plan).

The draft plan has no direct implications on energy use and green house emissions other than in the infrastructure installation stages.

Any re-vegetation will be undertaken with indigenous species as they are best suited to the local conditions, requiring minimal watering particularly once established.

A key component of implementation of the draft plan will be to *Buy with the Environment in Mind* a part of the City's EcoChallenge initiative.

3. KINGSTON PARK OCEAN GROVE MASTER PLAN & MANAGEMENT PLAN (CONT'D)

Financial Implications

An overview of the indicative capital costs and recommended implementation framework (i.e. priorities) for each of the key improvements actions identified is listed in Table 1. Details about of the implementation and costing against each action can be found in Attachment 3-1 Implementation Schedule.

Total works are estimated at $382,700. In the 2012-2013 Council Business Plan an allocation of $30,000 has been made to implement some actions in the passive recreation area. Key actions identified for the fire break zones in Zone 2 and Zone 3 can be undertaken as part of normal work.

The priorities are as follows:

- Mandatory (i.e. required by legislation or regulation)
- Critical (i.e. risk mitigation or safety)
- High
- Medium
- Low
- Ongoing

Table One: Indicative Capital Costs and Implementation Framework.

	High	**Med**	**Low**	**Annual Maintenance Cost**
Zone 1 – Bellarine Yellow Gum Conservation	$14,500	Nil	Nil	$2,320
Zone 2 – Fenced Grassy Woodland Conservation	$7500	Nil	$44,400	$18,126
Zone 3 – Parkland Areas	$17500	$29,000	$141,700	$13,887
Zone 4 - Recreation Areas	Nil	$27,600	$100,500	$4,562
PROJECT WORKS PRIORITIES	**$39500**	**$56600**	**$286,600**	**$38,895**
Total Works			**$382,700**	

3. KINGSTON PARK OCEAN GROVE MASTER PLAN & MANAGEMENT PLAN (CONT'D)

Policy/Legal/Statutory Implications

The rare and threatened Bellarine Yellow Gum *Eucalyptus leucoxylon ssp. bellarinensis* is found mostly scattered in the western area of Kingston Park, with a few clusters identified in the fenced conservation area in the east of the park. These trees are protected under the *Flora and Fauna Guarantee Act 1988.*

The Plan recognises that all community members have equal rights to participate in and enjoy the benefits of public open space. The development of the Plan has considered and incorporated solutions to facilitate and encourage access for all wherever possible.

Officer Direct or Indirect Interest

No Council staff engaged in development of this draft plan has a direct or indirect interest in the development of the draft *Kingston Park Master Plan and Management Plan* (2012).

Risk Assessment

The area of remnant bushland may be subject to wildfire. The Park also requires ongoing use of fire to promote regeneration and enhance biodiversity values. To minimise risk adjoining properties and the CoGG in close consultation with the CFA will continue to maintain designated buffer zones along private property boundaries and will continue to liaise closely with residents regarding fire risk in the park. By maintaining the area in a manner that befits the vegetation community, the dual goal of minimising fuel is also achieved. Weed growth and inappropriate fire regimes increase the risk of developing high fuel loads. By working towards optimal biodiversity outcomes, fuel is kept to a minimum whilst still providing the best possible ecosystem services.

Implementation of the actions in the Plan will reduce the potential for damage to the environmental and cultural values of the site through inappropriate access and works. Appropriate risk management measures will be put into place when implementing the Plan. Management of risk will also be considered during any design and construction phase.

Social Considerations

The implementation of the draft *Kingston Park Ocean Grove Master Plan and Management Plan* (2012) will provide a direct social benefit via the improvement of passive recreation areas and facilities, including installation of additional seats, improved pedestrian circulation and safety in the Park. Indirect social benefits will be derived from improved environmental conditions for the conservation of biodiversity and habitat values within the Park.

3. KINGSTON PARK OCEAN GROVE MASTER PLAN & MANAGEMENT PLAN (CONT'D)

Communication

A community consultation process was conducted as part of the research and analysis phase of this project. An information leaflet and questionnaire was prepared to seek feedback from the local community to inform preparation of the *draft Kingston Park Master Plan and Management Plan*. The questionnaire was designed to identify existing use of the Park, key values, issues and opportunities to be considered in preparation of the Master Plan. 1181 information leaflet/questionnaires were letter box dropped to residents in the local area and another 50 copies were provided to both the Ocean Grove Customer Service Centre and the Bellarine Aquatic Centre in late September 2011. Additional information leaflet/questionnaires were also available at the Community Workshop held on 12/10/2011 at the Ocean Grove CFA and from the City's Environment and Natural Resource Unit team members working on site through October 2011. Notices were placed in the Bellarine Times on 4/10/11 and Ocean Grove The Voice 5/10/11. A total of 95 questionnaires were completed and returned along with 4 detailed written responses by closing date of 21/10/2011 (See Attachment 1: Summary Report Community Consultation Outcomes).

The draft plan and report will be displayed for public comment for six weeks. Those that attended the Community Workshop will be provided with a copy of the draft plan. Feedback received will be reviewed and used to inform amendments and changes to the Draft Plan and Implementation Priorities where appropriate.

SIGNIFICANT SPECIES

- El — Bellarine Yellow Gum *Eucalyptus leucoxylon spp bellarinensis*
- Av — Drooping Sheoke *Allocasuarina verticillata*
- Al — Black Sheoke *Allocasuarina littoralis*
- Eo — Swamp Gum *Eucalyptus ovata var ovata*
- Ce — Black Bristle-rush *Chorizandra enodis*

DRAWING KEY

- Existing Yellow Gum
- Existing tree
- Native vegetation
- Existing Pine trees
- Existing road
- Existing unsealed access road
- Existing unsealed paths
- Existing unsealed carpark
- Drainage line
- Maintenance gates
- Pedestrian gates
- Signage
- Existing post and wire fence
- Existing residential property fence
- Existing pine log fence

THOMPSON BERRILL LANDSCAPE DESIGN P/L

CITY OF GREATER GEELONG

EXISTING CONDITIONS
KINGSTON PARK OCEAN GROVE

DRAFT

OCTOBER 2011
DWG No. KPMP-01
SHEET 1 OF 1
SCALE 1:1000 @ A1

0 10 20 30 50 m

EXISTING VEGETATION COMMUNITIES

Remnant indigenous vegetation at Kingston Park has been classified as EVC 175 Grassy Wooland. Vegetation Sub Communities identified by Mark Trengove (2011) include:

- A — Bellarine Yellow Gum dominate - relatively intact understory
- B — Swamp Gum / Drooping Sheoke / Golden Wattle dominate - relatively intact understory
- C — Bellarine Yellow Gum dominate - partially intact understory (slashed Wallaby-grass dominated)
- D — Bellarine Yellow Gum / Drooping Sheoke dominate - partially intact understory
- E — Swamp Gum dominate - partially intact understory (slashed Wallaby-grass dominated)
- F — Sweet Bursaria / Cherry Ballart / Golden Wattle dominate - understory exotic
- G — Bellarine Yellow Gum / Swamp Gum / Drooping Sheoke / Sweet Bursaria dominate - relatively intact understory (slashed grassy diverse understory)
- H — Bellarine Yellow Gum dominate - partially intact understory
- I — Swamp Gum / Drooping Sheoke / Black Wattle / Sweet Bursaria dominate - relatively intact understory (slashed and unslashed areas)
- J — Swamp Gum / Drooping Sheoke dominate - partially intact understory (slashed Wallaby-grass dominated)
- K — Golden Wattle / Hedge Wattle dominate - partially intact understorey
- L — Drooping Sheoke / Golden Wattle dominate - relatively intact understorey
- M — Scattered Wallaby-grass on playing field

SCATTERED SIGNIFICANT SPECIES

- 70 — Bellarine Yellow Gum *Eucalyptus leucoxylon spp bellarinensis* Refer Mark Trengove Report
- Ce — Black Bristle-rush *Chorizandra enodis*

SCATTERED SPECIES

- Av — Drooping Sheoke *Allocasuarina verticillata*
- Al — Black Sheoke *Allocasuarina littoralis*
- Eo — Swamp Gum *Eucalyptus ovata var ovata*

DRAWING KEY

- Existing Yellow Gum
- Existing trees
- Native vegetation
- Existing Pine trees
- Existing road
- Existing unsealed access road
- Existing unsealed paths
- Existing unsealed carpark
- D — Drainage line
- Maintenance gates
- Pedestrian gates
- S — Signage
- Existing post and wire fence
- Existing residential property fence
- Existing pine log fence

THOMPSON BERRILL LANDSCAPE DESIGN P/L in association with Mark Trengove Ecological Services

CITY OF GREATER GEELONG

EXISTING VEGETATION COMMUNITIES
KINGSTON PARK OCEAN GROVE

DRAFT

JANUARY 2012
DWG No. KPMP-02
SHEET 1 OF 1
SCALE 1:1000 @ A1

0 10 20 30 50 m

OVERALL DESIGN INTENT

The overall design intent is to protect and the existing environmental and conservation values of Kingston Park while maintaining existing levels of passive recreation and facilities. Key overall recommendations include:

- Protect the significant Bellarine Yellow Gum population while improving links and buffer zones between areas of remnant Grassy Woodland vegetation inside and outside of the fenced conservation zone.
- Maintain clear fire access to adjoining residential properties and continue close liaison with the CFA to complete carefully planned fuel reduction and ecological burns to maintain and improve bushland biodiversity values.
- Continue to support and promote use of the existing grass areas for passive recreation, the craft market and informal sport while minimising provision of permanent built facilities within the park.
- Undertake staged upgrade of existing picnic and play facilities to cater for existing and future use.
- Improve pedestrian and cycle links to the park.

CONSERVATION VALUES

The rare and threatened Bellarine Yellow Gum *Eucalyptus leucoxylon ssp. bellarinensis* is found within the fenced conservation area and scattered around the park. These trees are protected under the Flora and Fauna Guarantee Act 1988 and the healthy and naturally regenerating population at Kingston Park has been assessed as of National significance. The remnant Grassy Woodland vegetation (Ecological Vegetation Class EVC 175) contained within the fenced conservation area is also endangered. This area is actively managed by the City's Conservation Reserves Team including extensive and ongoing removal of exotic weeds and aggressive natives such as Sweet Pittosporum and Tea Tree followed by carefully planned ecological burning to promote groundlayer biodiversity values and reduce fuel loads.

BELLARINE YELLOW GUMS

Recommendations for the protection and management of the Bellarine Yellow Gums are to be completed in accordance with DSE Action Statement No.180 and include:

- Continue weed control, minimise disturbance within the tree protection zone and promote natural regeneration.
- Discourage the planting of other subspecies of Yellow Gum within the park and remove existing populations to reduce potential hybridisation between subspecies.
- Undertake seed collection, propagation and plant local provenance Bellarine Yellow Gums in the park as part of planned revegetation works.

FENCED GRASSY WOODLAND CONSERVATION AREA

The fenced conservation area has been identified as EVC 175 Grassy Woodland. This ecological vegetation class is listed as being 'Endangered' in the Otway Plains Bioregion and Kingston Park is one of the remaining large areas of relatively intact Grassy Woodland vegetation on the Bellarine Peninsula. The conservation area features a Swamp Gum *Eucalyptus Ovata var ovata* canopy, with smaller areas dominated by of Bellarine Yellow Gum and Drooping Sheoke *Allocasuarina verticillata*. The middlestorey and understorey vegetation is relatively intact and includes species such as the Golden Wattle Acacia pycnantha, Sweet *Bursaria Bursaria spinosa* and Wallaby-grass *Austrodanthonia spp.*

Recommendations for the protection and management of the remnant vegetation in the fenced conservation area include:

- Continue the ongoing weed control program to target weeds such as Large Quaking-Grass *Briza maxima*, and monitor for typical Grassy Woodland weed species such as Sweet Pittosporum *Pittosporum undulatum*, Boneseed *Chrysanthemoides monilifera*, Cat's Ear *Hypochoeris radicata* and Sweet Vernal-grass *Anthoxanthum odoratum*.
- Maintain designated fire access buffer zones adjoining private property while ensuring no removal of existing vegetation other than identified environmental weed species without Council approval. Refer Management Plan.
- Continue controlled burns in the conservation area to reduce fuel biomass and promote natural regeneration of indigenous species.
- Upgrade and resurface the perimeter walking track (max 1.2m wide).
- Retain other internal bush tracks for maintenance and informal access only.
- Retain and enforce dog on lead controls at all times in the fenced conservation area.
- Liaise with adjoining residents to control spread of environmental weeds and prevent dumping of garden, green or hard waste.
- Investigate the need to undertake pest control to target rabbits and foxes.

RECREATION AND PARK FACILITIES

Kingston Park is a local open space reserve that provides for passive recreation. The park is popular with walkers and dog walkers and existing park facilities include a playground, BBQ, a picnic shelter, toilet block and picnic tables.

PLAYGROUND

2 Maintain existing playground facilities. Longer term investigate upgrading the play equipment to include natural materials and theme to complement the adjoining conservation area.

PUBLIC TOILET AND ELECTRICAL SUPPLY

3 Investigate upgrade of the outdoor electricity supply at the toilet block to a minimum of 4 outlets for food/coffee stalls at the market. Establish a new roof and repaint the existing toilet block.

BBQ FACILITY AND PICNIC SHELTER

4 Maintain the existing BBQ, picnic shelter and picnic tables. Provide additional picnic tables closer to the playground and longer term investigate establishment of a second picnic shelter and BBQ in this area.

SIGNAGE

- Establish improved directional signage to the park at Grubb Road and Shell Road.
- Liaise with Rotary to investigate seasonal market signage out on the Bellarine Hwy near Mitre 10.
- Investigate the provision of temporary seasonal interpretive signage in the conservation area to assist for local park users and visitors in identifying wildflowers and other key species.
- Upgrade park regulatory signage to current CoGG standards at the Adco Gr and Shell Rd entries.

ADCO GROVE ENTRY CAR PARK

The existing car park provides approx 100 spaces and is never at capacity outside of market days.

16 Review the layout to establish shade trees. Close the southern end of the car park and re grass to improve pedestrian links between the grass areas and playground. Retain 60 permanent car spaces and top dress to improve drainage using recovered site material.

17 Maintain existing capacity and access to grass overflow parking areas on market days.

18 Reinstate the park perimeter fencing to the north of the playground with new timber post and rail fence and review signage and safety.

SHELL RD RESERVE

SURFSIDE AQUATIC CENTRE

BELLARINE SECONDARY COLLEGE OCEAN GROVE CAMPUS

OPEN GRASS AREAS

1 Retain the open grass area for informal passive recreation, the craft market and dog walking. Retain the entire park as dog on lead on designated market days and if required for junior soccer games. As identified in the Ocean Grove sporting Infrastructure Plan 2010 this area could be modified through line marking and top dressing to accommodate two junior soccer pitches with minimal impact on the rest of the reserve however no formal permanent infrastructure is to be installed on the site.

MEX HOTEL AND CAR PARK

There are three mature Bellarine Yellow Gums in the sealed asphalt car park located within the park behind the hotel. The car park restricts opportunities to encourage natural regeneration and may impact on tree health.

5 Remove asphalt from around mature Bellarine Yellow Gums and remove other planted Yellow Gums of unknown provenance to prevent potential hybridisation.

SHELL ROAD ENTRY UNSEALED CAR PARK

6 Retain the existing unsealed car park and provide additional overstorey shade trees.

PEDESTRIAN ACCESS AND LINKS

7 Install a pedestrian access gate at the north-west corner of the park to improve the pedestrian and cycle links from the future residential developments to the north of the park.

8 Review fencing and improve pedestrian access and safety at the Adco Grove entry and links to Smithton Gv.

9 Maintain existing pedestrian and cycle access to the park from Coolamon Close. Longer term improve links to the future residential developments to the north-east of the park.

10 Maintain existing informal pedestrian links through the Geelong Revival Centre Camp, east of the park and through to Bellarine Secondary College. Investigate new maintenance and emergency vehicle access at the south-east corner of the park.

11 Investigate improved pedestrian access across Shell Road and Grubb Road to improve safety and accessibility from existing residential areas south and west of the park.

RUBBISH BINS

12 Provide additional rubbish bins at the Adco Gv picnic area and car park off Shell Rd.

13 Liaise with Rotary to ensure provision of additional temporary bins on market days.

SEATS

14 Provide additional seats around the park in a mix of shady and sunny spots connected by the proposed walking track.

BIKE RACKS

15 Provide new bike racks at the playground and guide hall.

LAND MANAGEMENT

The existing park is owned and managed by the City of Greater Geelong. The CoGG Environment and Natural Resources Unit including the Conservation Reserves Team manage the fenced conservation area and other areas of remnant vegetation around the park including the Bellarine Yellow Gums. The CoGG Sport, Recreation and Open Space Unit manage all other areas of the park.

CULTURAL HERITAGE VALUES

The Wathaurung Aboriginal Corporation is the Registered Aboriginal Party for this area.There are no recorded sites of cultural and/or archaeological significance at Kingston Park, however the need for a Cultural Heritage Management Plan is to be confirmed prior to undertaking any works involving ground disturbance.

PARKLAND REVEGETATION

There are isolated patches of remnant indigenous vegetation in the park outside the fenced conservation area along with areas of planted native shrubs and Eucalypts and large mature Pine Trees. Vegetation management recommendations for the park outside the fenced conservation area include:

19 Protect areas of remnant Grassy Woodland and Bellarine Yellow Gums. Install timber marker posts to clearly define the mowing boundary and hand over management of these areas to the CoGG Environment and Natural Resources Unit to undertake weed control and to promote natural regeneration with targeted ecological and fuel reduction burns.

20 There is a large stormwater drain through the park however there is some existing indigenous vegetation in the short sections of open channel including Black Bristle-rush *Chorizandra enodis*. Control weeds and maintain biodiversity values with targeted revegetation consistent with the modified hydraulic regime.

21 Maintain the primary fire buffer zone and 4x4m fire access for the CFA along private property boundaries. Refer Management Plan.

22 Monitor the health and Useful Life Expectancy (ULE) of the existing pine trees in the park and other large Eucalypts directly adjoining private property and recreational areas within the park. Establish a staged tree replacement program using indigenous Bellarine Yellow Gums propagated from seed from existing trees in the park.

23 Establish a planted revegetation buffer along the western edge of the fenced Grassy Woodland conservation area to reduce edge effect and weed invasion in the primary conservation zone. Investigate opportunities to involve local residents and schools to promote understanding and appreciation of the flora within the park. Refer Management Plan.

ROTARY CLUB SUMMER MARKET

The popular Ocean Grove Craft Market is run by the Rotary Club and licenced by CoGG. The market is held on the first Sunday of the month between October and April. The stalls are arranged at the north end of the open grass area and the southern section is used as informal car parking.

- Support continued use of the open grass areas of the park for the market.
- Monitor the stall and temporary car park layout to minimise impacts on indigenous vegetation outside the fenced conservation area.
- Liaise with the Rotary Club to complete upgrade of facilities such as car parking, gates, toilets, electricity supply and signage which are used as part of the market.

GUIDE HALL

The existing building is owned by the Girl Guides and the site is leased from the CoGG. As part of future lease agreements investigate opportunities to increase multi use of the building.

GEELONG REVIVAL CENTRE CAMP

24 Liaise with the Church to protect areas of remnant vegetation and minimise spread of weeds into the remnant bushland. Liaise with the CFA to maintain fire breaks and access from Shell Road.

CIRCUIT WALKING TRACK

25 Establish a new 1.2m wide unsealed all weather walking path. Complete the path in stages providing links through a mix of parkland and bushland settings to eventually establish a loop track around the park of over 1.6km.

26 Continue to use the existing maintenance track as part of the walking trail loop. Longer term resurface to establish a 1.2m wide unsealed all weather walking path.

DRAWING KEY

- Bellarine Yellow Gum *Eucalyptus leucoxylon spp bellarinensis*
- Black Bristle-rush *Chorizandra enodis*
- Drooping Sheoke *Allocasuarina verticillata*
- Black Sheoke *Allocasuarina littoralis*
- Swamp Gum *Eucalyptus ovata var ovata*
- Existing trees
- Native vegetation
- Existing Pine trees
- New indigenous overstorey trees
- New indigenous vegetation
- Existing road
- Existing unsealed access road
- Existing unsealed track
- New unsealed path
- Pedestrian link
- Vehicle access
- Existing stormwater drain
- Existing Sewer
- Maintenance gates
- Pedestrian gates
- Existing Signage
- New Signage
- New picnic tables
- New seats
- Existing post and wire fence
- Existing residential property fence
- Existing pine log barrier
- New pine log barrier
- New post and rail fence
- Existing buildings
- Items to be removed

THOMPSON BERRILL LANDSCAPE DESIGN P/L

CITY OF GREATER GEELONG

MASTER PLAN
KINGSTON PARK OCEAN GROVE

DRAFT

JUNE 2012
DWG No. KPMP-03
SHEET 1 OF 2
SCALE 1:1000 @ A1

0 10 20 30 50 m

MANAGEMENT ZONES

Refer Kingston Park Master Plan Draft Report May 2012, Chapter 4.0 for Management Zones description.

DRAWING KEY

ZONE I BELLARINE YELLOW GUM CONSERVATION AREAS

FENCED GRASSY WOODLAND CONSERVATION AREA

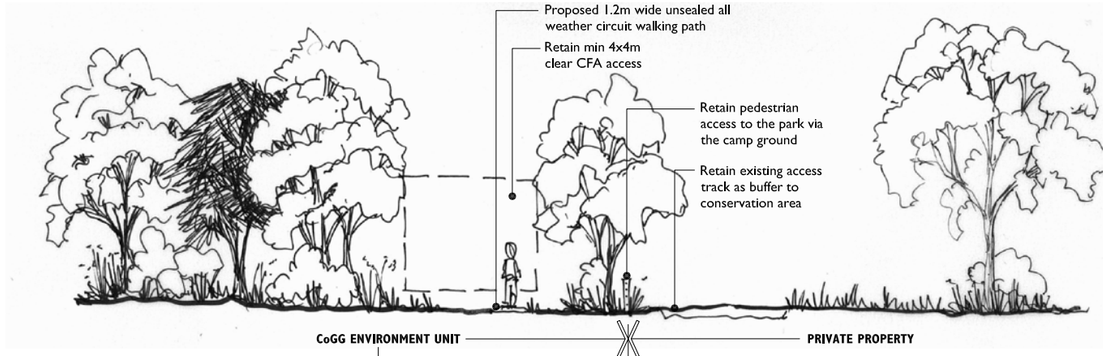
- **ZONE 2A NATURAL REMNANT GRASSY WOODLAND**
- **ZONE 2B PRIMARY FIRE BREAK ZONE**
- **ZONE 2C SECONDARY BUFFER ZONE**

PARKLAND AREAS

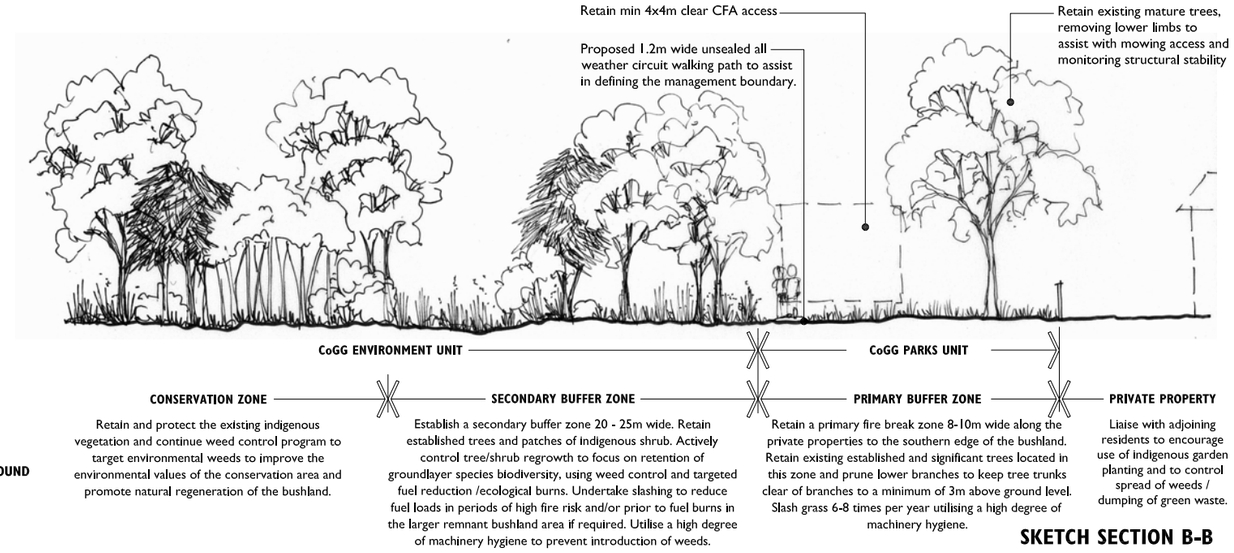
- **ZONE 3A SCATTERED WOODLAND**
- **ZONE 3B PRIMARY FIRE BREAK ZONE**
- **ZONE 3C DRAINAGE CHANNEL**
- **ZONE 3D FUTURE REVEGETATION AREAS**

RECREATION AREAS

- **ZONE 4A ADCO GROVE PICNIC AREA, CAR PARK AND PLAYGROUND**
- **ZONE 4B GUIDE HALL AND CAR PARK**
- **ZONE 4C OPEN GRASS AREA**

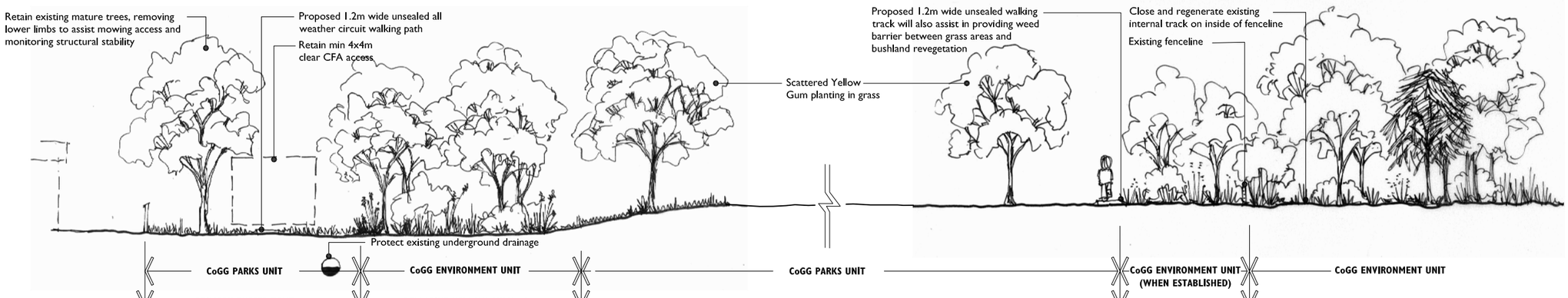


SKETCH SECTION A-A



SKETCH SECTION B-B

Please note sketch sections are not intended to illustrate specific conditions at a particular individual property location but are intended to graphically illustrate principles of management adjoining that entire boundary only.



SKETCH SECTION D-D

SKETCH SECTION C-C

THOMPSON BERRILL LANDSCAPE DESIGN P/L

CITY OF GREATER GEELONG

MANAGEMENT PLAN
KINGSTON PARK OCEAN GROVE

DRAFT

JUNE 2012
DWG No. KPMP-04
SHEET 2 OF 2
SCALE VARIES @ A1

4. MT BRANDON LANDSCAPE PLAN

Portfolio: **Environment and Sustainability – Cr Doull**
Source: **City Services – Environment and Natural Resources**
General Manager: **Gary Van Driel**
Index Reference: **Council Reports 2012**

Summary

- The purpose of this report is to inform Council of the development of the draft *Mt Brandon Landscape Plan* (2012) and allow the draft Plan to be released for public exhibition and comment prior to formal endorsement.
- The intent of the *draft Mt Brandon Landscape Plan* (2012) is to co-ordinate the staged development of future recreational infrastructure such as paths, bridges, platforms, picnic areas, public toilets, playgrounds, seating and car parking. The draft Plan will also guide ongoing weed control and revegetation works, within the Mt Brandon and Wandana precincts of the *Barwon and Moorabool River Reserves Masterplan and Management Plan* (2006).
- The *draft Mt Brandon Landscape Plan* (2012) has been prepared in accordance with the overall intent of the *Barwon and Moorabool River Reserves Masterplan and Management Plan* (2006).
- The area referred to as Mt Brandon, includes Mt Brandon and Wandana, which were transferred to Council as public open space in 2009 and 2010. The surrounding private land is undergoing significant urban development (please refer to Attachment 1 for the map of the Mt Brandon Landscape Plan Study Area).

Cr Doull moved, Cr Nelson seconded -

That Council:

1) notes the draft *Mt Brandon Landscape Plan* (2012);

2) supports the release of the *draft Mt Brandon Landscape Plan* (2012) for public exhibition and comment for a four week period.

Cr Fisher left the meeting room at 9.26pm
Cr Fisher re-entered the meeting room at 9.28pm

Carried.

Report

Background

The Environment and Natural Resources Unit of the City of Greater Geelong (CoGG) is responsible for managing the Barwon and Moorabool River Reserves (BMRR) between the Queens Park Bridge and the Geelong Ring Road. The draft *Mt Brandon Landscape Plan* has been prepared in consultation with the Barwon and Moorabool River Reserves Advisory Committee (BMRRAC). The BMRRAC and the Friends of Buckley Falls (FoBF) provide the CoGG with advice and support around the management of the reserves.

4. MT BRANDON LANDSCAPE PLAN (CONT'D)

The BMRRAC consists of the following:

- Environment & Sustainability Portfolio Councillor
- Environment and Natural Resources Unit (Executive Officer)
- One representative from the Parks and Support Services
- One representative from the Sport and Recreation
- One representative from the Department of Sustainability and Environment
- One representative from the Corangamite Catchment Management Authority
- One representative from Parks Victoria
- One representative from the Moltoni Corporation Pty Ltd
- One representative from the Friends of Buckley Falls
- One representative from the Geelong Environment Council
- One representative from the Geelong Field Naturalists Club
- Two community representatives
- One representative from Heritage Victoria
- One representative from the Wathaurung Aboriginal Corporation (currently vacant)
- One representative from the Wathaurong Aboriginal Cooperative.

In 2006 Council endorsed the *Barwon and Moorabool River Reserves Master Plan and Management Plan* (BMRRMMP). The Plan identified a system of public open space reserves that extend on both sides the Barwon River from the Geelong Ring Road to the existing Queens Park Bridge, and public land along the Moorabool River at Fyansford to the confluence with the Barwon River. The Plan included future open space areas that had not yet been transferred to Council, including the areas known as Mt Brandon and Wandana.

Within this system of reserves are significant natural and constructed features. These include Buckley Falls and the lookout which offers expansive views of the Barwon River, Baums Weir, a popular fishing location, and the linked trail network which is popular for walking and cycling.

The area attracts many visitors and the visitation rate is increasing as the surrounding area changes from rural / industrial to residential. Now that homes are being built and occupied in the adjoining area, public use and expectations of the facilities, such as path networks in the public open space at Mt Brandon and Wandana is high and will continue to increase.

The draft *Mt Brandon Landscape Plan* (2012) provides a more detailed plan to co-ordinate the implementation of on-ground actions in accordance with the intent of the BMRRMMP, specifically in the areas known as Mt Brandon and Wandana, which were transferred to Council in 2009 and 2010. These actions include restoration works, car parking, picnic facilities, a playground, flat grassed informal recreation areas and toilet facilities to complement other facilities along the Barwon River.

4. MT BRANDON LANDSCAPE PLAN (CONT'D)

Discussion

The intent of the draft *Mt Brandon Landscape Plan* (2012) (see attached report) is to coordinate the staged development of future recreational infrastructure such as paths, bridges, platforms, picnic areas, public toilets, playgrounds, seating and car parking with ongoing weed control and revegetation works. The *draft Mt Brandon Landscape Plan* (2012) has been prepared in accordance with the overall intent of the *Barwon and Moorabool River Reserves Masterplan and Management Plan* (2006) and more recently completed Council and Friends of Buckley Falls (FoBF) projects.

Included with the draft Plan is the staged implementation schedule and indicative capital costs for the works identified in the draft Plan. The total costs of all the works proposed in the draft Plan is estimated at $2,763,450 (when preparing budgets a contingency costs of 10% will be included) and is broken down into six stages as indicated in Table One. Funding support from federal, state and regional funding bodies, such as the Barwon River Parklands Project will be sought to support the implementation of the Plan. The Barwon River Parklands Project has already provided approximately $180,000 towards project implementation.

Table One: Mt Brandon Landscape Plan Indicative Costs

STAGE	COST
1	$455,800
2	$373,900
3	$436,750
4	$420,500
5	$524,000
6	$552,500
TOTAL WORKS	**$2,763,450**

As works will be staged over many years the intent is to confirm the footprint and layout of infrastructure to enable progressive development of the site while retaining sufficient space for integrated future development. This will help the Barwon and Moorabool River Reserves Advisory Committee guide works and activities at Mt Brandon and Wandana.

The Friends of Buckley Falls (FoBF) are an extremely active community group. They have regular working bees and undertake many revegetation and rehabilitation projects within the BMRR with funding assistance from Council. This work is overseen by the Barwon and Moorabool River Reserves Advisory Committee which was recognised in the 2011 Keep Australia Beautiful Victoria Sustainable Cities and Clean Beaches Awards by being awarded winners in the category of Sustainable Cities Community Government Partnership. It is envisaged that the FoBF will play a significant role in implementing many of the restoration actions identified in the draft Plan.

4. MT BRANDON LANDSCAPE PLAN (CONT'D)

A copy of the draft Plan, and the staged implementation schedule and indicative capital costs for the works identified in the landscape plan are attached (see Appendix 1 and Appendix 2). The total costs of the all the works proposed in the landscape plan is estimated at $2,763,450 and is broken down into six stages. Also included are approximate annual maintenance costs after each stage has been delivered.

The costs at each stage are prioritised as indicated in the Table 2 below.

Table 2

STAGE	Priority	Description of Activity	COST	Sub totals	Approx. Annual Maintenance Costs
1	**Mandatory**	New fire/maintenance shared path and associated infrastructure to Gully 3 *Parks Vic Barwon River Parklands Project has provided $180,000 towards this activity.*	$277,000 -$180,000		
	High	Shared path link Highett Rd / Planting along Gully 3 shared trail / New Indigenous Bushland revegetation including weed control	$118,000		
	Medium	*Refer implementation schedule appendix 1*	$41,300		
	Low	*Refer implementation schedule appendix 1*	$19,500	**$455,800**	$22,526
2	**Mandatory**	Warning and Directional signage	$5,000		
	High	Establishment of Picnic area , fencing / New Indigenous Bushland revegetation including weed control	$198,000		
	Medium	*Refer implementation schedule appendix 1*	$51,900		
	Low	*Refer implementation schedule appendix 1*	$119,000	**$373,900**	$27,660
3	**Mandatory**	Warning and Directional signage	$5,000		
	High	New shared paths and associated infrastructure / New Car Parking / New Indigenous Bushland revegetation including weed control	$351,000		
	Medium	*Refer implementation schedule appendix 1*	$41,500		
	Low	*Refer implementation schedule appendix 1*	$39,250	**$436,750**	$35,889
4	**Mandatory**	Warning and Directional signage	$2,000		
	High	Upgrade to trail / river access platform / fencing / New Indigenous Bushland revegetation including weed control	$87,000		
	Medium	*Refer implementation schedule appendix 1*	$215,000		
	Low	*Refer implementation schedule appendix 1*	$116,500	**$420,500**	$42,755
5	**Mandatory**	Warning and Directional signage	$2,000		
	High	Fencing / New Indigenous Bushland revegetation including weed control	$23,500		
	Medium	*Refer implementation schedule appendix 1*	$454,000		
	Low	*Refer implementation schedule appendix 1*	$44,500	**$524,000**	$43,830
6	**Mandatory**	Warning and Directional signage	$2000		
	High	New shared rail / establish mown area / New Indigenous Bushland revegetation including weed control	$263,000		
	Medium	*Refer implementation schedule appendix 1*	$104,500		
	Low	*Refer implementation schedule appendix 1*	$183,000	**$552,500**	$54,540
		Total	**$2,763,450**	**$2,763,450**	

No timeframe has been attached to the stages as this will be dependant on rate at which the adjoining subdivisions develop.

4. MT BRANDON LANDSCAPE PLAN (CONT'D)

Environmental Implications

The study area covered by the draft Plan contains biodiversity sites recognised in the City's *Biodiversity Strategy* and is also part of the larger network of designated Primary Biodiversity Zones. National and state significant flora and fauna make up the diverse range of biodiversity to be found in the area.

A major threat to these values is weed invasion. The draft Plan provides clear direction for an ongoing staged program of works which co-ordinates weed control and revegetation activities, within the Mt Brandon and Wandana precincts. Such a program will significantly contribute to the protection and enhancement the biodiversity values in the area.

The increasing public access may impact on existing and future habitat values. The Plan provides direction for establishing sealed shared tracks to maximise links along the river and for low impact unsealed walking paths. The draft Plan also provides direction for the layout of infrastructure to enable progressive development of the site while retaining sufficient space for integrated future development while minimising impacts on environmental and habitat values.

The draft Plan will indicate proposed revegetation zones and priorities with species lists in accordance with the Ecological Vegetation Community benchmarks. All revegetation will be undertaken with the use of locally sourced indigenous species.

The draft Plan has no direct implications on energy use and green house emissions other than in the infrastructure construction stages. Implementation will have positive indirect implications by providing shared trail links to the existing Barwon River Shared Trail network for cyclists to commute to and from home and school/work, and potential carbon offset via the revegetation program.

Design of infrastructure e.g. toilets will utilise best practice energy and water efficiency design options. Re-vegetation will be undertaken with indigenous species as they are best suited to the local conditions, requiring minimal watering particularly once established.

A key component of implementation of the Plan will be to *Buy with the Environment in Mind* a part of the City's EcoChallenge initiative.

Implementation of the staged program of works which coordinates weed control and revegetation activities proposed in the draft Plan will also have beneficial impacts on the environmental values within the reserve.

Financial Implications

The draft Plan proposes activities to be implemented as part of a six stage program, the timing of which will be dependant on funding availability from a range of sources. The full implementation of the actions listed in the draft Plan will cost approximately $2.7million. It is expected that opportunities for co-contribution from federal, state and regional funding sources will be available and sourced during all stages of implementation of the draft Plan.

Parks Victoria have already provided $180,000 towards the Mandatory Activities in Stage 1 of the draft Mt Brandon Landscape Plan.

4. MT BRANDON LANDSCAPE PLAN (CONT'D)

A prioritised breakdown of costs at each stage is provided below.

STAGE	Priority	COST	Sub totals
1	Mandatory	$268,000 -$180,000	
	High	$72,000	
	Medium	$50,300	
	Low	$65,500	**$455,800**
2	Mandatory	$5,000	
	High	$140,000	
	Medium	$109,900	
	Low	$119,000	**$373,900**
3	Mandatory	$5,000	
	High	$291,000	
	Medium	$41,500	
	Low	$99,250	**$436,750**
4	Mandatory	$2,000	
	High	$34,500	
	Medium	$215,000	
	Low	$169,000	**$420,500**
5	Mandatory	$2,000	
	High	$18,000	
	Medium	$454,000	
	Low	$50,000	**$524,000**
6	Mandatory	$2,000	
	High	$257,500	
	Medium	$110,000	
	Low	$183,000	**$552,500**
	Total	**$2,763,450**	**$2,763,450**

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4. MT BRANDON LANDSCAPE PLAN (CONT'D)

Policy/Legal/Statutory Implications

The draft *Mt Brandon Landscape Plan* (2012) recognises that all community members have equal rights to participate in and enjoy the benefits of public open space. The development of the draft Plan has considered and incorporated solutions to facilitate and encourage access for all wherever possible.

The completed draft design will be used as the basis for preparation of an 'Activity Statement' which will describe in detail the proposed works and construction methods to enable preparation of an archaeological brief and to enable confirmation of the details of the Cultural Heritage Management Plan if required.

Officer Direct or Indirect Interest

No Council staff engaged in development of this plan have a direct or indirect interest in the development of the draft *Mt Brandon Landscape Plan* (2012).

Risk Assessment

The draft *Mt Brandon Landscape Plan* (2012) provides for the coordinated, staged development of future recreational infrastructure such as paths, bridges, platforms, picnic areas, public toilets, playgrounds, seating and car parking and ongoing weed control and revegetation works.

Implementation of the draft Plan will reduce the potential for damage to the environmental and cultural values of the study areas through inappropriate access and development of the areas which have known environmental and culturally significant values.

Appropriate risk management measures will be put into place when implementing the draft Plan. The completed draft design will be used to enable preparation of archaeological brief and to enable confirmation of the details of the Cultural Heritage Management Plan if required. Management of risk will also be considered during the design and construction phase.

Social Considerations

The implementation of the draft *Mt Brandon Landscape Plan* (2012) will provide a direct social benefit via the development of walking path links in new areas of public open space and provision of family friendly recreational facilities improving the recreational and social experiences of visitors to this reserve.

Indirect social benefits will be derived from improved environmental conditions for the conservation of biodiversity and habitat values within the reserve.

Protection of European and Aboriginal Cultural Heritage sites is a key consideration in the development of the draft Plan.

4. MT BRANDON LANDSCAPE PLAN (CONT'D)

Communication

The development of the draft Plan has involved consultation with Council staff and the Barwon and Moorabool River Reserves Advisory Committee including a site inspection and a follow up meeting to review the draft Plan.

If Council approves the draft *Mt Brandon Landscape Plan* (2012) to be released for public exhibition and comment prior to formal endorsement. The consultation tasks will include:

- the use of local media to promote the opportunity for public comment on the draft Plan
- a mail out to all adjoining residents
- availability of the draft Plan viewing at council Customer Service Centres and the City's web site.

Appendix 1

MT. BRANDON PENINSULA OPEN SPACE MASTER PLAN IMPLEMENTATION SCHEDULE Prepared by TBLD P/L for City of Greater Geelong April 2012 Refer Plan Rev D.

STAGE 1 -

Dwg Code.	No.	Action Name	Priority	Asset Manager	Partners
PUBLIC ACCESS					
	1.1	Existing sealed paths		Environment	Sport & Recreation
	1.2	Existing unsealed paths		Environment	FOBF
	1.3	Existing unsealed maintenance access tracks		Environment	FOBF
	1.4	Existing informal walking tracks		Environment	FOBF
A1	1.5	New 2.5m wide unsealed fire/maintenance access and shared path to flat sections of Gully #3 with no handrail.	Mandatory	Environment	Sport & Recreation
A1/A4	1.6	New 3.0m wide asphalt fire/maintenance access shared path to steeper sections of Gully #3 with handrail	Mandatory	Environment	Sport & Recreation
A1/A2/A4	1.7	New handrail to one side along Gully #3 path where graded to 1 in 14	Mandatory	Environment	Environment
A1/A2/A4	1.8	Cut and fill to bench paths in steep sections (Provisional estimate only)	Mandatory	Environment	Engineering
A1/A4	1.9	Gabion rock retaining walls and drainage to edge of path in steep sections in Gully #3 (<1.0m high)	Mandatory	Environment	Engineering
A3	1.10	New concrete culvert to cross existing drian from Old Flour Mill Rd at Gully #3	Mandatory	Environment	Engineering
A10	1.11	New 2.5m wide asphalt shared trail link at Highett Rd	High	Environment	Sport & Recreation
A6/B10 B15	1.12	New 1.5m wide unsealed walking path from Rivergum Dr to lower weir (no edging)	Med	Environment	FOBF
A1/A4	1.13	Cut and fill to bench paths in steep sections (Provisional estimate only)	Mandatory	Environment	Engineering
A7	1.14	New low level rock hop or culvert crossing of Gully #3 at ex.platform	Med	Environment	Engineering

A11	1.15	New vehicle control barriers, maintenance access gate and regrading to esablish 10 unsealed car parking spaces at Highett Road	Low	Environment	Traffic
RECREATIONAL INFRASTRUCTURE					
	2.1	New bench seats	Low	Environment	FOBF
	2.2	Warning and directional signage	Mandatory	Environment	Sport & Recreation
A5/B29	2.3	Post and wire fencing to close lower walking track	Mandatory	Environment	FOBF
REVEGETATION					
B28/B35	3.1	Weed control and maintenance of existing established bushland areas		Environment	FOBF & CCMA
	3.2	Weed control and maintenance of existing recent revegetation areas		Environment	FOBF
B22/B32 B36	3.3	New Indigenous Bushland revegetation including weed control prep, tubestock, tree guards and mulch	High	Environment	FOBF
A22/A23 A25	3.4	New low ground planting to rear boundary fences after path establishment at Gully #3	High	Environment	FOBF
B23	3.4	New Scattered Indigenous Tree Planting incl 150 pot, stakes and mulch	Med	Parks	FOBF
	3.6	Maintenance of existing mown grass areas (8 cuts p.a)		Parks	
	3.7	Maintenance of slashed grass areas incl spot weed control (2 cuts p.a)		Parks	Environment
	3.8	Open Space Areas still maintained by developer		Planning	Environment
	3.9	Open Space Areas to be maintained as leased grazing land		Property	Environment
	3.10	Areas of public land currently not under management		Environment	FOBF

MT. BRANDON PENINSULA OPEN SPACE MASTER PLAN IMPLEMENTATION SCHEDULE Prepared by TBLD P/L for City of Greater Geelong April 2012 Refer Plan Rev D.

STAGE 2 -

Dwg Code.	No.	Action Name	Priority	Asset Manager	Partners
PUBLIC ACCESS					
	1.1	Existing sealed paths		Environment	Sport & Recreation
	1.2	Existing unsealed paths		Environment	FOBF
	1.3	Existing unsealed maintenance access tracks		Environment	FOBF
	1.4	Existing informal walking tracks		Environment	FOBF
	1.5	Ex handrail to one side along Gully #3 path where graded to 1 in 14		Environment	Environment
	1.6	Ex gabion rock retaining walls and drainage to edge of path in steep sections in Gully #3 (<1.0m high)		Environment	Engineering
	1.7	Ex concrete culvert to cross existing drian from Old Flour Mill Rd at Gully #3		Environment	Engineering
	1.8	Ex low level rock hop or culvert crossing of Gully #3 at ex.platform		Environment	Engineering
	1.9	Ex vehicle control barriers, maintenance access gate and regrading to esablish 10 unsealed car parking spaces at Highett Road		Environment	Traffic
B17	1.10	New 2.5m wide unsealed path (no edging) link to Rivergum Drive	Med	Sport & Recreation	Environment
B4	1.11	New 1.5m wide unsealed walking path (no edging) to Baums Weir	Med	Environment	FOBF
A2/B17/B4	1.12	Cut and fill to bench paths in steep sections (Provisional estimate only)	Med	Environment	Engineering
RECREATIONAL INFRASTRUCTURE					
	2.1	New bench seats	Med	Environment	FOBF
	2.2	Existing bench seats		Environment	FOBF

B5/B6\B7	2.3	New warning and directional signage	Mandatory	Environment	Sport & Recreation
	2.4	Existing warning and directional signage		Environment	Sport & Recreation
B8	2.5	Establish Picnic Area #1 (Tables and Drinking Fountain)	High	Environment	Sport & Recreation
B9	2.6	New River Access Platform at Picnic area #1	Low	Environment	CCMA
B19	2.7	Mt.Brandon Car park (20-25 unsealed spaces)	High	Environment	Engineering
	2.8	New post and wire fencing, rabbit proofing to reveg areas (provisional estimate)	High	Environment	FOBF
REVEGETATION					
	3.1	Weed control and maintenance of existing established bushland areas		Environment	FOBF & CCMA
B35	3.2	Weed control and maintenance of existing recent revegetation areas		Environment	FOBF
B25/B27 B31/B34 B38/B39 B32	3.3	New Indigenous Bushland revegetation including weed control prep, tubestock, tree guards and mulch	High	Environment	FOBF
B30	3.4	New Trees along existing paths and Picnic Areas	High	Environment	FOBF
B21/B13	3.5	New mown grass areas incl weed control, minor grading/ topsoil, direct seeding and establishment maintenance (control Galena and levelling)	Low	Parks	Sport & Recreation
B40	3.6	New mown grass areas incl weed control, minor grading/ topsoil, direct seeding and establishment maintenance at Picnic Area # 1	Low	Parks	Sport & Recreation
	3.8	Maintenance of slashed grass areas incl spot weed control (2 cuts p.a)		Parks	Env & FOBF
	3.9	Open Space Areas still maintained by developer		Planning	Environment
	3.1	Open Space Areas to be maintained as leased grazing land		Property	Environment
	3.1	Areas of public land currently not under management		Environment	FOBF

MT. BRANDON PENINSULA OPEN SPACE MASTER PLAN IMPLEMENTATION SCHEDULE Prepared by TBLD P/L for City of Greater Geelong April 2012 Refer Plan Rev D.

STAGE 3 -

Dwg. Code	No.	Action Name	Priority	Asset Manager	Partners
PUBLIC ACCESS					
	1.1	Existing sealed paths		Environment	Sport & Recreation
	1.2	Existing unsealed paths		Environment	FOBF
	1.3	Existing unsealed maintenance access tracks		Environment	FOBF
	1.4	Existing informal walking tracks		Environment	FOBF
	1.5	Ex handrail to one side along Gully #3 path where graded to 1 in 14		Environment	Environment
	1.6	Ex Gabion rock retaining walls and drainage to edge of path in steep sections in Gully #3 (<1.0m high)		Environment	Engineering
	1.7	Ex concrete culvert to cross existing drian from Old Flour Mill Rd at Gully #3		Environment	Engineering
	1.8	Ex low level rock hop or culvert crossing of Gully #3 at ex.platform		Environment	Engineering
	1.9	Ex vehicle control barriers, maintenance access gate and regrading to esablish 10 unsealed car parking spaces at Highett Road		Environment	Traffic
A13/A15	1.10	New 2.5m wide sealed (asphalt path) along Buckley Falls Rd	High	Sport & Recreation	Environment
A13	1.11	New handrail to one side along shared path where graded to 1 in 14	High	Sport & Recreation	Environment
A13/A15	1.12	Cut and fill to bench paths in steep sections (Provisional estimate only)	High	Sport & Recreation	Environment
A14	1.13	Relocate existing crash barrier at road entry to Buckley Falls Carpark	High	Sport & Recreation	Engineering
A18	1.14	New 1.5m wide unsealed walking path (no edging)	Med	Environment	FOBF

B12	1.15	Resurface existing farm track at 2.5m wide unsealed path (no edging)	High	Environment	FOBF
A12	1.16	New 1.5m wide concrete footpath on Old Flour Mill Road	Low	Sport & Recreation	Engineering
A8	1.17	Relocate existing Buckley Falls Park info shelter	Low	Environment	FOBF
RECREATIONAL INFRASTRUCTURE					
	2.1	New bench seats	med	Environment	FOBF
	2.2	Existing bench seats		Environment	FOBF
A9	2.3	New warning and directional signage	Mandatory	Environment	Sport & Recreation
	2.4	Existing warning and directional signage		Environment	Sport & Recreation
	2.5	Existing Picnic Area #1 Mt. Brandon Lower		Environment	Sport & Recreation
	2.6	Existing River Access Platform at Picnic area #1		Environment	Sport & Recreation
	2.7	Existing Mt.Brandon Car park (20-25 unsealed spaces)		Environment	Parks
A16/A17 A20	2.8	New Buckley Falls Car park (20 unsealed spaces incl WSUD)	High	Environment	Engineering
		New Sediment Trap	High	Environment	Engineering
		Demolition of old carpark and regrass	High	Environment	Engineering
B16	2.9	New Picnic Area #2 Mt.Brandon Upper (tables only)	Med	Environment	Sport & Recreation
C14	2.10	New post and wire fencing, rabbit proofing to reveg areas (provisional estimate)	Low	Environment	FOBF
REVEGETATION					
B33/B35/B37/C26	3.1	Weed control and maintenance of existing established bushland areas		Environment	FOBF & CCMA
A21/A24/A25/A26/A27/A32/B26/B32/B38/C17/C18/C20/C22	3.2	Weed control and maintenance of existing recent revegetation areas		Environment	FOBF

	3.3	New Indigenous Bushland revegetation including weed control prep, tubestock, tree guards and mulch	High	Environment	FOBF
A30	3.5	New planting in the buffer zone between the shared path and Buckley Falls Rd with low maintainence plant (lomandra/Poa in granitic gravel)			
B21/B40	3.6	Maintenance of existing mown grass areas (6 cuts p.a)		Parks	Sport & Recreation
A33	3.7	Maintenance of kikuyu grass and establishing indigenous ground layer vegetaition buffer to the river	low	Parks	Sport & Recreation
	3.7	Maintenance of slashed grass areas incl spot weed control (2 cuts p.a)		Parks	Env & FOBF
	3.8	Open Space Areas revegetated by developer		Environment	FOBF
	3.9	Open Space Areas to be maintained as leased grazing land		Property	Environment
	3.1	Open Space Areas still maintained by developer (Gully #1 only)		Planning	Environment

MT. BRANDON PENINSULA OPEN SPACE MASTER PLAN IMPLEMENTATION SCHEDULE Prepared by TBLD P/L for City of Greater Geelong April 2012 Refer Plan Rev D.

STAGE 4 -

Dwg Code.	No.	Action Name	Priority	Asset Manager	Partners
PUBLIC ACCESS					
	1.1	Existing sealed paths		Environment	Sport & Recreation
	1.2	Existing unsealed paths		Environment	FOBF
	1.3	Existing unsealed maintenance access tracks		Environment	FOBF
	1.4	Existing informal walking tracks		Environment	FOBF
	1.5	Existing handrail to paths where graded to 1 in 14		Environment	Environment
	1.6	Ex gabion rock retaining walls and drainage to edge of path in steep sections in Gully #3 (<1.0m high)		Environment	Engineering
	1.7	Ex concrete culvert to cross existing drian from Old Flour Mill Rd at Gully #3		Environment	Engineering
	1.8	Ex low level rock hop or culvert crossing of Gully #3 at ex.platform		Environment	Engineering
	1.9	Ex vehicle control barriers, maintenance access gate and regrading to esablish 10 unsealed car parking spaces at Highett Road		Environment	Traffic
B10	1.10	New 1.5m wide sealed path	Low	Environment	Sport & Recreation
C17	1.11	New 2.5m wide unsealed path (no edging)	Low	Environment	Sport & Recreation
RECREATIONAL INFRASTRUCTURE					
	2.1	New bench seats	Low	Environment	FOBF
	2.2	Existing bench seats		Environment	FOBF
	2.3	New warning and directional signage	Mandatory	Environment	Sport & Recreation

	2.4	Existing warning and directional signage		Environment	Sport & Recreation
	2.5	Existing Picnic Area #1 Mt. Brandon Lower		Environment	Sport & Recreation
	2.6	Existing River Access Platform #1 at Picnic area #1		Environment	CCMA
	2.7	Existing Mt.Brandon Car park (25 unsealed spaces)		Environment	Parks
	2.8	New Buckley Falls Car park (20 unsealed spaces incl WSUD)		Environment	Engineering
	2.9	Picnic Area #2 Mt.Brandon Upper		Environment	Sport & Recreation
C1/C2	2.10	Upgrade existing trail crossing at Gully #2	High	Environment	Engineering
B18	2.11	New Public Toilet (Mt.Brandon Picnic Area #1)	Med	Environment	Parks
		New BBQt (Mt.Brandon Picnic Area #1)	Med	Environment	Parks
B11	2.12	New Play Space Mt.Brandon	Med	Environment	Sport & Recreation
C13	2.13	New River Access Platform #2 - Wandana	High	Environment	CCMA
C6	2.14	New post and wire fencing rabbit proofing to reveg areas (provisional estimate)	High	Environment	FOBF
REVEGETATION					
B28/B35/C26	3.1	Weed control and maintenance of existing established bushland areas		Environment	FOBF & CCMA
B33/B37/C20/C22	3.2	Weed control and maintenance of existing recent revegetation areas		Environment	FOBF
B29/B36/C18/C20/C22/C30/C27	3.3	New Indigenous Bushland revegetation including weed control prep, tubestock, tree guards and mulch	High	Environment	FOBF
C21	3.4	New trees to future Picnic Area at Wandana	Low	Environment	FOBF
C15	3.5	New mown grass area- Wandana east	Low	Environment	Parks
B21/B40	3.6	Maintenance of existing mown grass areas (6 cuts p.a)		Parks	Sport & Recreation

	3.8	Maintenance of slashed grass areas incl spot weed control (2 cuts p.a)		Parks	Env & FOBF
	3.9	Open Space Areas revegetated by developer		Environment	FOBF
	3.10	Open Space Areas to be maintained as leased grazing land		Property	Environment
	3.11	Open Space Areas still maintained by developer (Gully #1 only)		Planning	Environment

MT. BRANDON PENINSULA OPEN SPACE MASTER PLAN IMPLEMENTATION SCHEDULE Prepared by TBLD

P/L for City of Greater Geelong April 2012 Refer Plan Rev D.

STAGE 5 -

Dwg Code.	No.	Action Name	Priority	Asset Manager	Partners
PUBLIC ACCESS					
	1.1	Existing sealed paths		Environment	Sport & Recreation
	1.2	Existing unsealed paths		Environment	FOBF
	1.3	Existing unsealed maintenance access tracks		Environment	FOBF
	1.4	Existing informal walking tracks		Environment	FOBF
	1.5	Existing handrail to paths where graded to 1 in 14		Environment	Environment
	1.6	Ex gabion rock retaining walls and drainage to edge of path in steep sections in Gully #3 (<1.0m high)		Environment	Engineering
	1.7	Ex concrete culvert to cross existing drian from Old Flour Mill Rd at Gully #3		Environment	Engineering
	1.8	Ex low level rock hop or culvert crossing of Gully #3 at ex.platform		Environment	Engineering
	1.9	Ex vehicle control barriers, maintenance access gate and regrading to esablish 10 unsealed car parking spaces at Highett Road		Environment	Traffic
A1/A4/B12/B17/C3	1.6	Upgrade 2.5m wide unsealed path to sealed shared trail -asphalt	Med	Sport & Recreation	Environment
C7	1.7	New 2.5m wide unsealed path (no edging)	Med	Sport & Recreation	Environment
C8	1.8	New culvert crossing with handrail to Gully #1	Low	Environment	Engineering
RECREATIONAL INFRASTRUCTURE					
	2.1	New bench seats	Low	Environment	FOBF
	2.2	Existing bench seats		Environment	FOBF

	2.3	New warning and directional signage	Mandatory	Environment	Sport & Recreation
	2.4	Existing warning and directional signage		Environment	Sport & Recreation
	2.5	Existing Picnic Area #1 Mt. Brandon Lower		Environment	Sport & Recreation
C13	2.6	New River Platform #2	Low	Environment	Sport & Recreation
	2.7	Existing Mt.Brandon Car park (20-25 unsealed spaces)		Environment	Parks
	2.8	New Buckley Falls Car park (20 unsealed spaces incl WSUD)		Environment	Engineering
	2.9	Picnic Area #2 Mt.Brandon Upper		Environment	Sport & Recreation
	2.11	Public Toilet (Mt.Brandon Picnic Area #1)		Environment	Parks
	2.11	Play Space Mt.Brandon -Stage 1		Environment	Sport & Recreation
C14	2.14	New post and wire fencing to reveg areas (provisional estimate)	High	Environment	
	2.12	River Access Platform #2 - Wandana		Environment	CCMA
C4	2.13	New Car park Wandana - 20 unsealed spaces (stage 1)	Med	Environment	Engineering
C5	2.14	New Picnic Area #3 - Wandana	Med	Environment	FOBF
REVEGETATION					
	3.1	Weed control and maintenance of existing established bushland areas		Environment	FOBF & CCMA
	3.2	Weed control and maintenance of existing recent revegetation areas		Environment	FOBF
B32/C19 C24	3.3	New Indigenous Bushland revegetation including weed control prep, tubestock, tree guards and mulch	High	Environment	FOBF
	3.4	Maintenance of existing mown grass areas (6 cuts p.a)		Parks	Sport & Recreation

	3.5	Maintenance of kikuyu grass and establishing indigenous ground layer vegetaition buffer to the river		Parks	Sport & Recreation
	3.6	Maintenance of slashed grass areas incl spot weed control (2 cuts p.a)		Parks	Env & FOBF
	3.7	Open Space Areas revegetated by developer		Environment	FOBF
	3.8	Open Space Areas to be maintained as leased grazing land		Property	Environment

MT. BRANDON PENINSULA OPEN SPACE MASTER PLAN IMPLEMENTATION SCHEDULE Prepared by

TBLD P/L for City of Greater Geelong April 2012 Refer Plan Rev D.

STAGE 6 -

Dwg Code.	No.	Action Name	Priority	Asset Manager	Partners
PUBLIC ACCESS					
	1.1	Existing sealed paths		Environment	Sport & Recreation
	1.2	Existing unsealed paths		Environment	FOBF
	1.3	Existing unsealed maintenance access tracks		Environment	FOBF
	1.4	Existing informal walking tracks		Environment	FOBF
	1.5	Existing handrail to paths where graded to 1 in 14		Environment	Environment
	1.6	Ex gabion rock retaining walls and drainage to edge of path in steep sections in Gully #3 (<1.0m high)		Environment	Engineering
	1.7	Ex concrete culvert to cross existing drian from Old Flour Mill Rd at Gully #3		Environment	Engineering
	1.8	Ex low level rock hop or culvert crossing of Gully #3 at ex.platform		Environment	Engineering
	1.9	Ex vehicle control barriers, maintenance access gate and regrading to esablish 10 unsealed car parking spaces at Highett Road		Environment	Traffic
	1.8	Ex culvert crossing with handrail to Gully #1		Environment	Engineering
C7	1.6	New 2.5m wide unsealed path to sealed path	High	Environment	Sport & Recreation
C12	1.7	New 1.5m wide unsealed path (no edging)	Low	Environment	FOBF
	1.10	New Barwon River Bridge (Not Costed)	High		

RECREATIONAL INFRASTRUCTURE					
	2.1	New bench seats	Med	Environment	FOBF
	2.2	Existing bench seats		Environment	FOBF
	2.3	New warning and directional signage	Mandatory	Environment	Sport & Recreation
	2.4	Existing warning and directional signage		Environment	Sport & Recreation
	2.5	Picnic Area #1 Mt. Brandon Lower		Environment	Sport & Recreation
	2.6	River Access Platform #1 at Picnic area #1		Environment	Sport & Recreation
	2.7	Mt.Brandon Car park (20-25 unsealed spaces)		Environment	Parks
	2.8	New Buckley Falls Car park (20 unsealed spaces incl WSUD)		Environment	Engineering
	2.9	Picnic Area #2 Mt.Brandon Upper		Environment	Sport & Recreation
	2.10	Public Toilet (Mt.Brandon Picnic Area #1)		Environment	Parks
B11	2.11	Expand Play Space Mt.Brandon	Med	Environment	Sport & Recreation
	2.12	River Access Platform #2		Environment	CCMA
C4	2.13	Extend Car park Wandana - 40-50 unsealed spaces	Low	Environment	Engineering
C5	2.14	Expand Picnic Area #3 - Wandana	Low	Environment	FOBF
C11	2.15	River Access Platform #3	Low	Environment	CCMA
REVEGETATION					
	3.1	Weed control and maintenance of existing established bushland areas		Environment	CCMA
	3.2	Weed control and maintenance of existing recent revegetation areas		Environment	FOBF

C23/C27 C28/C29	3.3	New Indigenous Bushland revegetation including weed control prep, tubestock, tree guards and mulch	High	Environment	FOBF
C16	3.4	Establish new mown grass area - Wandana west	High	Sport & Recreation	Parks
	3.5	Maintenance of existing mown grass areas (6 cuts p.a)		Parks	Sport & Recreation
	3.7	Maintenance of slashed grass areas incl spot weed control (2 cuts p.a)		Parks	Env & FOBF
	3.8	Open Space Areas revegetated by developer		Environment	FOBF
	3.9	Open Space Areas to be maintained as leased grazing land			

MT. BRANDON PENINSULA OPEN SPACE MASTER PLAN IMPLEMENTATION SCHEDULE Prepared by TBLD P/L for City of Greater Geelong April 2012 Refer Plan Rev D. Note preliminary cost estimates are for planning purposes only.

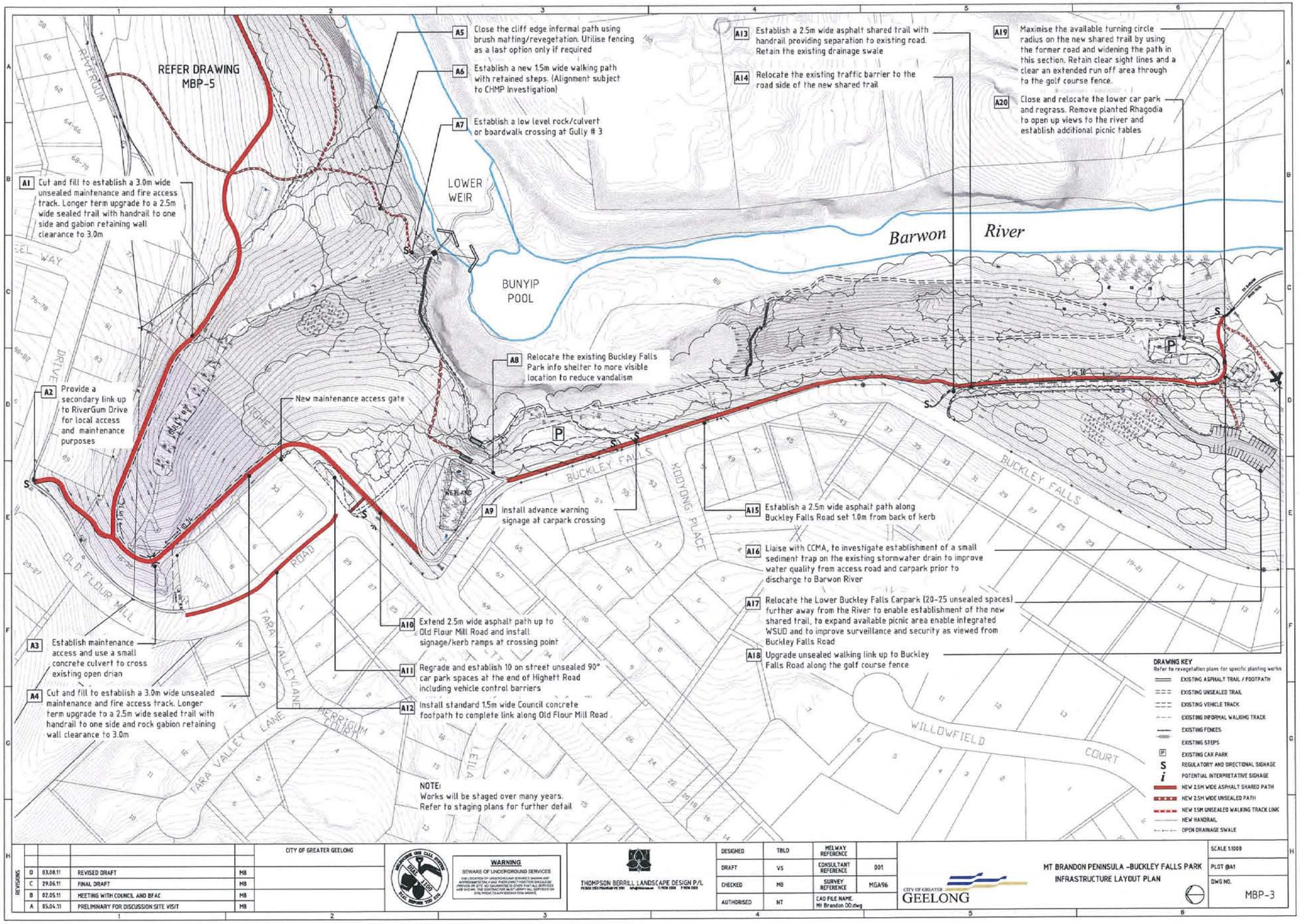
COSTS SUMMARY

No.	Stage of Works excl contingencies	Cost	Approx Annual Maintenance
PUBLIC ACCESS			
1.1	Stage 1	$340 200	$6,154
1.2	Stage 2	$47,400	$6,110
1.3	Stage 3	$237,250	$8,125
1.4	Stage 4	$47,000	$8,000
1.5	Stage 5	$319,000	$8,320
1.6	Stage 6	$175,500	$9,250
	Sub total Access Works	**$1,166,350**	
RECREATIONAL INFRASTRUCTURE			
1.1	Stage 1	$11,100	$222
1.2	Stage 2	$159,500	$3,290
1.3	Stage 3	$134,500	$5,420
1.4	Stage 4	$256,000	$9,325
1.5	Stage 5	$199,500	$11,010
1.6	Stage 6	$271,500	$11,630
	Sub total Recreational Infrastructure	**$1,032,100**	

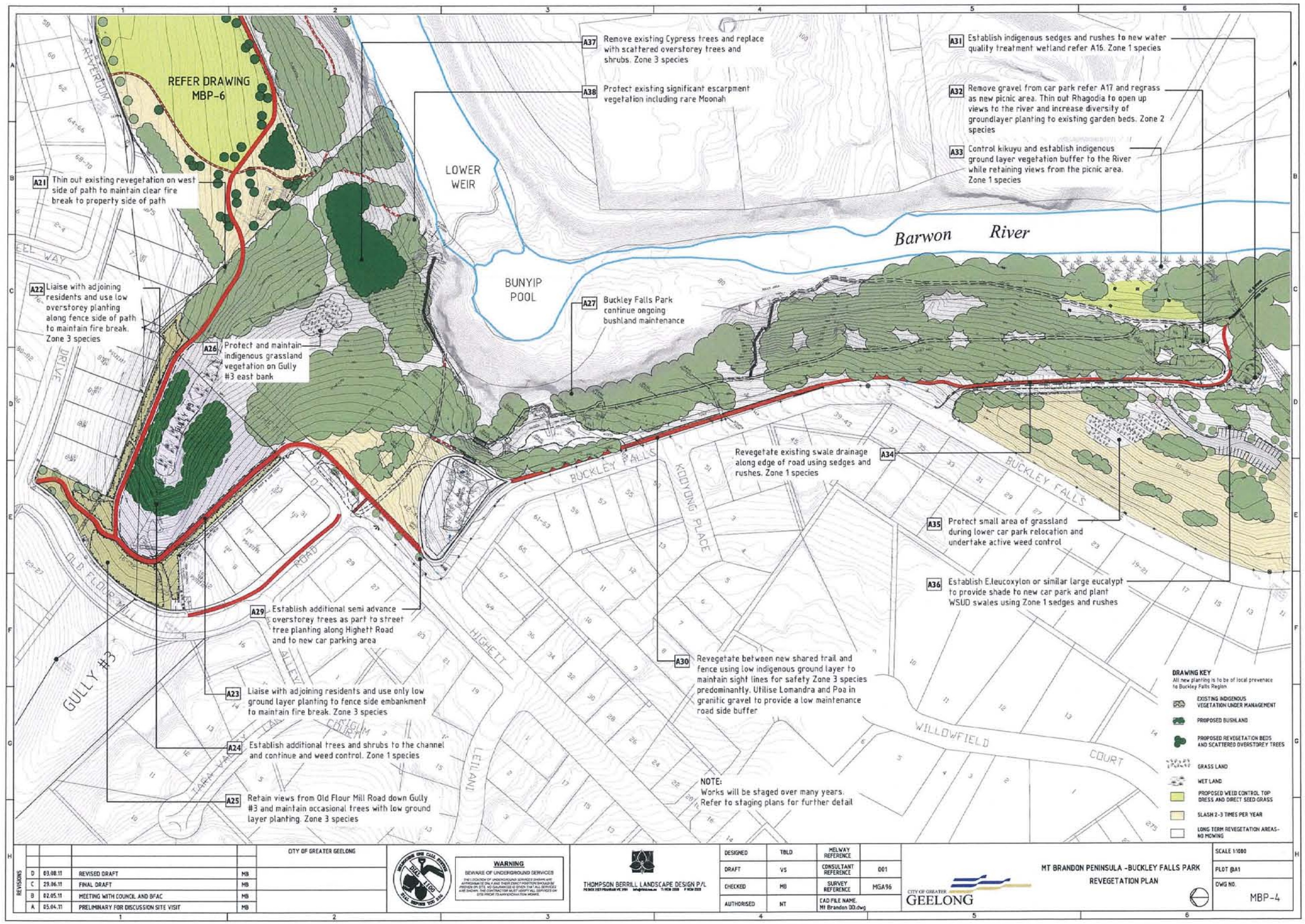
REVEGETATION			
1.1	Stage 1	$104,500	$16,150
1.2	Stage 2	$167,000	$18,260
1.3	Stage 3	$65,000	$22,524
1.4	Stage 4	$117,500	$25,430
1.5	Stage 5	$5,500	$24,500
1.6	Stage 6	$105,500	$33,760
	Sub total Revegetation	**$565,000**	

No.	Stage of Works	Cost	Approx Annual Maintenance
1.1	Total Stage 1	$455,800	$22,526
1.2	Total Stage 2	$373,900	$27,660
1.3	Total Stage 3	$436,750	$35,889
1.4	Total Stage 4	$420,500	$42,755
1.5	Total Stage 5	$524,000	$43,830
1.6	Total Stage 6	$552,500	$54,540
	TOTAL ALL WORKS	**$2,763,450**	

The costings are based on 2011 estimates.
Provisional item – New Barwon River Bridge Crossing $1,500,000 - $3,000,000 not included


REFER DRAWING MBP-5
A1 Cut and fill to establish a 3.0m wide unsealed maintenance and fire access track. Longer term upgrade to a 2.5m wide sealed trail with handrail to one side and gabion retaining wall clearance to 3.0m
A2 Provide a secondary link up to RiverGum Drive for local access and maintenance purposes
A3 Establish maintenance access and use a small concrete culvert to cross existing open drian
A4 Cut and fill to establish a 3.0m wide unsealed maintenance and fire access track. Longer term upgrade to a 2.5m wide sealed trail with handrail to one side and rock gabion retaining wall clearance to 3.0m
A5 Close the cliff edge informal path using brush matting/revegetation. Utilise fencing as a last option only if required
A6 Establish a new 1.5m wide walking path with retained steps. (Alignment subject to CHMP Investigation)
A7 Establish a low level rock/culvert or boardwalk crossing at Gully # 3
A8 Relocate the existing Buckley Falls Park info shelter to more visible location to reduce vandalism
A9 Install advance warning signage at carpark crossing
A10 Extend 2.5m wide asphalt path up to Old Flour Mill Road and install signage/kerb ramps at crossing point
A11 Regrade and establish 10 on street unsealed 90° car park spaces at the end of Highett Road including vehicle control barriers
A12 Install standard 1.5m wide Council concrete footpath to complete link along Old Flour Mill Road .
A13 Establish a 2.5m wide asphalt shared trail with handrail providing separation to existing road. Retain the existing drainage swale
A14 Relocate the existing traffic barrier to the road side of the new shared trail
A15 Establish a 2.5m wide asphalt path along Buckley Falls Road set 1.0m from back of kerb
A16 Liaise with CCMA, to investigate establishment of a small sediment trap on the existing stormwater drain to improve water quality from access road and carpark prior to discharge to Barwon River
A17 Relocate the Lower Buckley Falls Carpark (20-25 unsealed spaces) further away from the River to enable establishment of the new shared trail, to expand available picnic area enable integrated WSUD and to improve surveillance and security as viewed from Buckley Falls Road
A18 Upgrade unsealed walking link up to Buckley Falls Road along the golf course fence
A19 Maximise the available turning circle radius on the new shared trail by using the former road and widening the path in this section. Retain clear sight lines and a clear an extended run off area through to the golf course fence.
A20 Close and relocate the lower car park and regrass. Remove planted Rhagodia to open up views to the river and establish additional picnic tables
NOTE:
Works will be staged over many years.
Refer to staging plans for further detail
LOWER WEIR
BUNYIP POOL
Barwon River
New maintenance access gate
RIVERGUM DRIVE
OLD FLOUR MILL ROAD
TARA VALLEY LANE
TARA VALLEY LANE
MERRIGUM RUSH
HIGHETT ROAD
BUCKLEY FALLS
KODYONG PLACE
WILLOWFIELD COURT
DRAWING KEY
Refer to revegetation plans for specific planting works
EXISTING ASPHALT TRAIL / FOOTPATH
EXISTING UNSEALED TRAIL
EXISTING VEHICLE TRACK
EXISTING INFORMAL WALKING TRACK
EXISTING FENCES
EXISTING STEPS
EXISTING CAR PARK
REGULATORY AND DIRECTIONAL SIGNAGE
POTENTIAL INTERPRETATIVE SIGNAGE
NEW 2.5M WIDE ASPHALT SHARED PATH
NEW 2.5M WIDE UNSEALED PATH
NEW 1.5M UNSEALED WALKING TRACK LINK
NEW HANDRAIL
OPEN DRAINAGE SWALE
REVISIONS
D 03.08.11 REVISED DRAFT MB
C 29.06.11 FINAL DRAFT MB
B 02.05.11 MEETING WITH COUNCIL AND BFAC MB
A 05.04.11 PRELIMINARY FOR DISCUSSION SITE VISIT MB
CITY OF GREATER GEELONG
WARNING
BEWARE OF UNDERGROUND SERVICES
THOMPSON BERRILL LANDSCAPE DESIGN P/L
DESIGNED TBLD
DRAFT VS
CHECKED MB
AUTHORISED NT
MELWAY REFERENCE
CONSULTANT REFERENCE 001
SURVEY REFERENCE MGA96
CAD FILE NAME. Mt Brandon DD.dwg
MT BRANDON PENINSULA -BUCKLEY FALLS PARK
INFRASTRUCTURE LAYOUT PLAN
CITY OF GREATER GEELONG
SCALE 1:1000
PLOT @A1
DWG NO.
MBP-3

Appendix 2



REVISIONS				
D	03.08.11	REVISED DRAFT	MB	
C	29.06.11	FINAL DRAFT	MB	
B	02.05.11	MEETING WITH COUNCIL AND BFAC	MB	
A	05.04.11	PRELIMINARY FOR DISCUSSION SITE VISIT	MB	

CITY OF GREATER GEELONG

WARNING
BEWARE OF UNDERGROUND SERVICES

THOMPSON BERRILL LANDSCAPE DESIGN P/L

DESIGNED	TBLD	MELWAY REFERENCE	
DRAFT	VS	CONSULTANT REFERENCE	001
CHECKED	MB	SURVEY REFERENCE	MGA96
AUTHORISED	NT	CAD FILE NAME	Mt Brandon 00.dwg

CITY OF GREATER GEELONG

MT BRANDON PENINSULA -BUCKLEY FALLS PARK
REVEGETATION PLAN

SCALE 1:1000
PLOT @A1
DWG NO. MBP-4

B1 Retain unsealed walking access via the existing 2.5m wide track

B2 Retain existing track or dry weather maintenance vehicle use only

B3 Retain informal walking access along the lower track

B4 Establish new 1.5m wide unsealed walking track to complete the loop down to Baum Weir

B5 Establish interpretive signage regarding the function of the weir and history of the Barabool Flour Mill

B6 Establish interpretive signage regarding the function of the weir and history of the Barabool Flour Mill and seating overlooking the river and weir

B7 Liaise and investigate potential development of interpretative signage regarding indigenous Cultural Heritage

B8 New Main Picnic Area #1 including open grass area with scattered overstorey trees and picnic tables overlooking the river

B9 Establish steps to a small water access fishing spot adjoining the main Picnic Area

B10 Establish 1.5m unsealed path link to car park and shared trail to complete walking loop Upgrade to sealed path when toilet facility is built. Refer to B18

B11 Develop interpretative/ indigenous play space on higher ground adjoining the Main Picnic Area #1

B12 Establish new 2.5m wide shared trail along the existing unsealed track including the new, more direct route across to Picnic # Area 2. Final alignment of new section of track to be confirmed with CHMP

B13 Control Galena level and reseed as informal grass open space area

B14 Close lower track using brush matting and install directional and warning signage to preferred route

B15 Provide direct 1.5m wide unsealed path link from River Gum Drive down to Buckley Falls

B16 New Picnic Area #2 with several seats and tables with great views up the river

B17 Close existing steep track and establish an all ability access link for new 2.5m wide sealed shared trail

B18 Establish small Public Toilet Facility

B19 Establish small 20-25 space unsealed car park. Align with Orchard View and to minimise impacts on adjoining residents

B20 Retain fencing to existing wetland and drainage outfall

REFER DRAWING MBP-03

REFER DRAWING MBP-7

River

Barwon

BUNYIP POOL

LOWER WEIR

EXISTING LOOKOUT

BAUMS WEIR

BAUMS WEIR CAR PARK

ACCESS POINT # 1

NEW PICNIC AREA#1

NEW PICNIC AREA#2

PLAY

GULLY #2

GULLY #3

RIVERGUM

ORCHARDVIEW

WATERWHEEL

DRIVE

DRAWING KEY
Refer to revegetation plans for specific planting works

- EXISTING ASPHALT TRAIL / FOOTPATH
- EXISTING UNSEALED TRAIL
- EXISTING VEHICLE TRACK
- EXISTING INFORMAL WALKING TRACK
- EXISTING FENCES
- EXISTING STEPS
- EXISTING CAR PARK
- REGULATORY AND DIRECTIONAL SIGNAGE
- POTENTIAL INTERPRETATIVE SIGNAGE
- NEW 2.5M WIDE ASPHALT SHARED PATH
- NEW 2.5M WIDE UNSEALED PATH
- NEW 1.5M UNSEALED WALKING TRACK LINK
- NEW HANDRAIL
- OPEN DRAINAGE SWALE

REVISIONS				
D	03.08.11	REVISED DRAFT	MB	
C	29.06.11	FINAL DRAFT	MB	
B	02.05.11	MEETING WITH COUNCIL AND BFAC	MB	
A	05.04.11	PRELIMINARY FOR DISCUSSION SITE VISIT	MB	

CITY OF GREATER GEELONG

WARNING
BEWARE OF UNDERGROUND SERVICES

THOMPSON BERRILL LANDSCAPE DESIGN P/L

DESIGNED	TBLD	MELWAY REFERENCE	
DRAFT	VS	CONSULTANT REFERENCE	001
CHECKED	MB	SURVEY REFERENCE	MGA96
AUTHORISED	NT	CAD FILE NAME. Mt Brandon 00.dwg	

CITY OF GREATER GEELONG

MT BRANDON PENINSULA -BUCKLEY FALLS PARK
RIVERGUM DRIVE INFRASTRUCTURE LAYOUT PLAN

SCALE 1:1000
PLOT @A1
DWG NO. MBP-5

REVISIONS				
D	03.08.11	REVISED DRAFT	MB	
C	29.06.11	FINAL DRAFT	MB	
B	02.05.11	MEETING WITH COUNCIL AND BFAC	MB	
A	05.04.11	PRELIMINARY FOR DISCUSSION SITE VISIT	MB	

CITY OF GREATER GEELONG

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES SHOWN ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN. THE CONTRACTOR MUST VERIFY ALL SERVICES ON SITE PRIOR TO ANY EXCAVATION WORKS.

THOMPSON BERRILL LANDSCAPE DESIGN P/L
PO BOX 2021 PRAHRAN VIC 3181 T: 9804 2200 F: 9804 2233

DESIGNED	TBLD	MELWAY REFERENCE	
DRAFT	VS	CONSULTANT REFERENCE	001
CHECKED	MB	SURVEY REFERENCE	MGA96
AUTHORISED	MT	CAD FILE NAME: Mt Brandon DD.dwg	

CITY OF GREATER GEELONG

MT BRANDON PENINSULA -BUCKLEY FALLS PARK
RIVERGUM DRIVE REVEGETATION PLAN

SCALE 1:1000
PLOT @A1
DWG NO. MBP-6

FUTURE BARWON RIVER BRIDGE
A pedestrian/cycle link across the Barwon River at or near the existing Rind Road Bridge is a key recommendation of the Barwon and Moorabool River Reserves Plan (2007) and the Draft Barwon River Parklands Strategy (2010)

OPTION #1 LOW LEVEL CROSSING
Located approx 30-40m downstream this bridge option will require the establishment of a new free span shared pedestrian/cycle bridge. The architectural design of bridge will be important given its high profile location

OPTION #2 ROAD LEVEL CROSSING
The establishment of a pedestrian/cycle link at road level was identified as an opportunity during the planning stages of the Ring Road Bridge but never achieved. An option to retrofit the bridge to provide a pedestrian/cycle crossing on the east side of the existing bridge could also be considered.

C17 Establish 2.5m wide unsealed path to platform #2

C13 Establish canoe landing platform #2 with graded all ability access to water adjacent to the main picnic area

C12 Provide secondary 1.5m wide unsealed walking path along the river

C14 Establish fencing to keep stock out of the riparian zone and to enable commencement of staged revegetation along the river and Gully. Longer term when grazing ceases this fencing is to be removed

REFER DRAWING MBP-5

C11 Establish low key water access/fishing spot on the river

Barwon River

PLATFORM #2

PLATFORM #3

NEW PICNIC AREA#2

NEW PICNIC AREA#1

PLAY

GULLY #2

EXISTING SEWER PUMPING STATION

ORCHARDVIEW CT

RIVERGUM DRIVE

C10 Retain unsealed maintenance access track to the river and under the bridge

GULLY #1

C16 Undertake cut and fill balance to level and grade open grass area

C15 Level and direct drill seed informal open space area

NEW PICNIC AREA #3

C1 Establish access road to Orchard View and car park via existing maintenance access. Provide a designated pedestrian/cyclist priority crossing point for the future shared trail

C2 Utilise the existing unsealed maintenance road (and culvert crossing of Gully #2) into the Sewer Pumping Station to establish the future shared trail

C3 Provide shared trail link to future open space corridor along Gully #2. Coordinate preferred crossing point as part of road design

GEELONG RING ROAD

C4 Establish the main public car park (40-60 spaces) including integrated WSUD. Carefully establish overstorey trees (refer C29) prior to construction of the car park to reduce impacts on views from the Ring Road and adjoining residential areas while maintaining sight lines for security and safety

C6 Install fencing to enable staged reduction of leased grazing areas only as more public open space is required

C7 Establish 2.5m wide sealed shared trail link from Gully #2 to Gully #1 and the future Barwon River Crossing

C9 Future shared trail link along Gully #1 open space and the Ring Road.

C8 Provide a shared trail culvert crossing of Gully #1 suitable for maintenance access down to the river and under the Ring Road Bridge

C5 Establish the main picnic area between the two open grass spaces. Carefully establish groups of over storey trees (refer C21) to provide shade and shelter prior to installation of facilities. In the long term this is to be the main picnic area providing picnic shelters, electric BBQ and possibly a second toilet facility.

DRAWING KEY
Refer to revegetation plans for specific planting works

- EXISTING ASPHALT TRAIL / FOOTPATH
- EXISTING UNSEALED TRAIL
- EXISTING VEHICLE TRACK
- EXISTING INFORMAL WALKING TRACK
- EXISTING FENCES
- EXISTING STEPS
- EXISTING CAR PARK
- REGULATORY AND DIRECTIONAL SIGNAGE
- POTENTIAL INTERPRETATIVE SIGNAGE
- NEW 2.5M WIDE ASPHALT SHARED PATH
- NEW 2.5M WIDE UNSEALED PATH
- NEW 1.5M UNSEALED WALKING TRACK LINK
- NEW HANDRAIL
- OPEN DRAINAGE SWALE

REVISIONS				
D	03.08.11	REVISED DRAFT	MB	
C	29.06.11	FINAL DRAFT	MB	
B	02.05.11	MEETING WITH COUNCIL AND BFAC	MB	
A	05.04.11	PRELIMINARY FOR DISCUSSION SITE VISIT	MB	

CITY OF GREATER GEELONG

WARNING
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THOMPSON BERRILL LANDSCAPE DESIGN P/L

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CITY OF GREATER GEELONG

MT BRANDON PENINSULA -BUCKLEY FALLS PARK
INFRASTRUCTURE LAYOUT PLAN

SCALE 1:1000
PLOT @A1
DWG NO. MBP-7

C27 Establish scattered open woodland with areas of dense shrubs to maximise habitat values within 50m of the river using Zone 1 and Zone 3 species

C28 Use tree planting in small groups and singles to define the open grass area and provide shade along the future river side walking path. Zone 4 species

C29 Continue revegetation of Gully #2 using Zone 1 and Zone 3 species to maximise habitat values

C27 Establish scattered open woodland with areas of dense shrubs to maximise habitat values within 50m of the river using Zone 1 and Zone 3 species

C26 Fence stock out of the riparian zone and undertake weed control to encourage natural revegetation along the river. Infill with targeted planting of Zone 1 species where required.

Barwon River

GULLY #1

GULLY #2

NEW PICNIC AREA#2

NEW PICNIC AREA#1

PLAY

REFER DRAWING MBP-6

DRIVE

RIVERGUM

ORCHARDVIEW

CT

EXISTING SEWER PUMPING STATION

C15 Level and direct drill seed informal open space area

C16 Undertake cut and fill balance to level and grade open grass area

NEW PICNIC AREA #3

C18 Establish screen planting to perimeter of Sewer pumping Station. Zone 3 species

C30 Undertake revegetation of Gully # 2 upstream of access road to Sewer pumping Station and drainage line planting. Zone 1 species using a mix of trees, shrubs.

C19 Carefully locate a framework of new storey trees, E.Leucoxylon or similar, to provide shade and screening for future car parking area. Ensure initial planting retains sufficient clearance to enable access road and car park construction. Undertake further tree infill planting as each stage of car park is completed

C21 Establish scattered over storey trees to provide shade and shelter for new picnic area. Zone 4 species

C22 Continue infill tree planting along edge of road and shared trail link while retaining filtered views into open space. Zone 4 species

C20 Fence stock out of small areas along the future boundary and commence staged establishment of new trees in random groups and singles to screen adjoining residential development. Ensure sufficient spacing to retain filtered views into adjoining open space from new road. Zone 4 tree species only

C23 Provide scattered open woodland to east side of Gully #1 to define and buffer western edge of open grass area. Retain sufficient spacing to enable front deck mowing between isolated groups and single trees. Zone 4 species changing to Zone 3 closer to the River

C25 Liaise with Vicroads to continue revegetation of the Ring Road embankment. Zone 3 species

C24 Undertake revegetation of Gully # 1 using dense planting of trees and shrubs to maximise habitat values and screening of the freeway. Retain clear maintenance route and link to future bridge crossing. Zone 1 species

DRAWING KEY

All new planting is to be of local provenace to Buckley Falls Region

- EXISTING INDIGENOUS VEGETATION UNDER MANAGEMENT
- PROPOSED BUSHLAND
- PROPOSED REVEGETATION BEDS AND SCATTERED OVERSTOREY TREES
- GRASS LAND
- WET LAND
- PROPOSED WEED CONTROL TOP DRESS AND DIRECT SEED GRASS
- SLASH 2-3 TIMES PER YEAR
- LONG TERM REVEGETATION AREAS- NO MOWING

REVISIONS			
D	03.08.11	REVISED DRAFT	MB
C	29.06.11	FINAL DRAFT	MB
B	02.05.11	MEETING WITH COUNCIL AND BFAC	MB
A	05.04.11	PRELIMINARY FOR DISCUSSION SITE VISIT	MB

CITY OF GREATER GEELONG

WARNING
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AUTHORISED	NT	CAD FILE NAME Mt Brandon 00.dwg	

CITY OF GREATER GEELONG

MT BRANDON PENINSULA -BUCKLEY FALLS PARK
REVEGETATION PLAN

SCALE 1:1000
PLOT @A1
DWG NO. MBP-8

5. O'BRIENS ROAD, LARA - ROAD CONSTRUCTION - SRC 317 - FINALISATION OF SCHEME

Portfolio: **Infrastructure - Cr Richards**
Source: **City Services - Engineering Services**
General Manager: **Gary Van Driel**
Index Reference: **Subject: Special Rates and Charges**
Street: O'Briens Road, Lara

Summary

- This report relates to the finalisation of a Special Charge Scheme for road and drainage construction for O'Briens Road, Lara between the Geelong-Bacchus Marsh Road and McManus Road as shown on the plan – Appendix 5-3.
- This project is a sub-project of the Geelong Ring Road Employment Precinct (GREP) Project and is seen as an important starting point for the development of the GREP.
- The scheme has been administered in accordance with the special rate and charge provisions of the Local Government Act along with Council's special rates and charges policy.
- The report seeks a resolution by Council to 'vary' the special charge for the works to finalise the O'Briens Road, Lara, Special Charge Scheme. The process is shown in Attachment 5-1 – Process Chart.
- The project involved the construction of O'Briens Road as well as main drainage.
- Works relating to the special charge scheme component have now been completed and it is appropriate for Council to finalise the scheme.
- Based on actual and some estimated costs the total project cost is $7,402,822 compared with the original estimate of $8,406,948. Property owner charges were estimated at $1,046,957. The actual charge to property owners is $696,235.
- The project has been subsidised to the value of $2 million by the State Government.

Cr Richards moved, Cr Granger seconded -

That Council having declared a special charge on 13 July 2010 for the purposes of defraying the expenses in relation to the construction of road works and main drainage for O'Briens Road, Lara (Appendix 5-3 – Plan) in accordance with Section 163 of the Local Government Act 1989 (the Act) resolves that:

1) the special charges as declared be varied in accordance with actual costs incurred on the project as required by Section 166 of the Act as shown in Schedule A – Appendix 5-1;

2) the General Manager of Corporate Services is authorised to levy and recover the special charges by sending notices to the persons who are liable to pay in accordance with Section 166 of the Act and the Regulations;

5. O'BRIENS ROAD, LARA - ROAD CONSTRUCTION - SRC 317 - FINALISATION OF SCHEME (CONT'D)

3) in accordance with Section 172, the rate of interest which is payable on the special charges which have not been paid by the specified date is set at Council's overdraft rate, reviewed every three months (provided that it shall not exceed the rate fixed by the Governor in Council by Order for the purposes of Section 172 2A in which case the rate of interest shall be the maximum fate fixed by the Governor in Council by Order for the purposes of the Section). The interest is to be calculated from the date the special charge is due, with a six months interest free period, providing those persons who choose to pay by instalments adhere to their repayment plan.

Cr Doull left the meeting room at 9.32pm

Carried.

Report

Background

This report relates to the finalisation of a special charge scheme for road, main drainage and watermain construction for O'Briens Road between Bacchus Marsh Road and McManus Road, Lara. The road services part of the Geelong Ring Road Employment Precinct (GREP). The GREP area is shown on the plan below and O'Briens Road shown of the locality plan Appendix 5-3.

The overall project which includes the special charge scheme works involved the following aspects:

- Construction of O'Briens Road over its full length;
- Provision of street drainage;
- Provision of a main drain located in O'Briens Road to service the properties on the north side;
- Provision of a drainage detention basin which was a separate project, into which the main drain discharges;
- Upgrading the intersection of Bacchus Marsh Road and O'Briens Road;
- Upgrading the intersection, by provision of a roundabout at McManus Road and O'Briens Road;
- Provision of additional infrastructure such as telecommunications conduits and a 2m wide footpath; and
- Street lighting and ancillary works.

All works relating to the special charge scheme have been completed. This enables Council to finalise the special charge scheme.

The construction of O'Briens Road and drainage has enabled the subdivision of three blocks by Council. One block has recently been sold.

Discussion

As construction of the special charge scheme component is now completed, the scheme can be finalised by Council. Table A – Appendix 5-1 below shows the financial arrangements as the scheme was prepared and declared by Council.

5. O'BRIENS ROAD, LARA - ROAD CONSTRUCTION - SRC 317 - FINALISATION OF SCHEME (CONT'D)

Table B below indicates the actual costs of the remaining components which are currently under construction.

Table B – Appendix 5-1 indicates the cost to Council. This is made up of the cost associated with its own property of $695,639 and contribution to various aspects of the project at $4,010,948. The cost of provision of land for item 5 and 7 in the table is $1,875,135 and is not a cash item as Council already owns the land.

The following table indicates in summary form and relevant only to the special charge scheme components and the RIDF grant, how the split was estimated and the final allocation was made.

		PRE CONSTRUCTION			POST CONSTRUCTION		
	COMPONENT OF SPECIAL CHARGE SCHEME	ESTIMATED COST	RIDF ALLOCATION	RIDF AS A % OF EST.	ACTUAL COST	RIDF ALLOCATION	RIDF AS A % OF ACT.
1	ROADWORKS AND STREET DRAINAGE	$2,457,467.00	$1,124,837.00	45.8	$1,751,555.00	$950,813.00	54.3
2	MAIN DRAINAGE	$1,228,019.00	$562,420.00	45.8	$980,749.00	$475,422.00	48.5
3	BACCHUS MARSH ROAD INTERSECTION	$345,271.00	$150,000.00	43.4	$1,100,000.00	$477,885.00	43.4
4	ADDITIONAL INFRASTRUCTURE	$162,743.00	$162,743.00	100.00	$95,880.00	$95,880.00	100.0
			$2,000,000.00			$2,000,000.00	

The key issue is that the ratio of the actual cost to the RIDF allocation in no instance was less than, and in two cases in excess of, the original proposal.

Item 3 shows a considerable increase in actual cost compared with estimated cost. The reason for this is that at the time of preparation of the scheme a certain level of construction for the O'Briens Road and Bacchus Marsh Road was envisaged. In subsequent discussions and negotiations with VicRoads, a higher level of works was ultimately required. The increase in expenditure on this item is more than compensated for by the decreased expenditure on other items. As indicated the proportional allocation of RIDF funds to this project both at estimate and actual, are similar.

Property owners and Council as property owner, enjoy a considerable cost reduction. This is essentially due to the size of the project and economies of scale. The same contractor constructed the detention basin as well as the roadworks and underground drainage.

Environmental Implications

There are no environmental implications including sustainability, energy use, water use or alternative material use, in Council's decision to finalise this scheme. The process is an administrative matter only.

5. O'BRIENS ROAD, LARA - ROAD CONSTRUCTION - SRC 317 - FINALISATION OF SCHEME (CONT'D)

Financial Implications

There are no financial implications associated with Council proceeding to finalise the scheme. Property owners will be advised of the cost adjustment.

Policy/Legal/Statutory Implications

The scheme has been administered in accordance with the special rate and charge provisions of the Local Government Act as well as Council's Special Rates and charges Policy. There are no issues regarding the Human Rights Charter.

Officer Direct or Indirect Interest

No Council Officer involved with this process has any direct or indirect interest in the properties.

Risk Assessment

There are no risk assessment issues in Council proceeding to finalise the scheme.

Social Considerations

There are no social considerations associated with Council proceeding to finalise the scheme.

Communication

Communication with property owners has taken place during the course of the project. Owners will be advised of Council's decision and the final cost.

Appendix 5-1

TABLE A - ESTIMATED COSTS AND DETAILS FOR SCHEME AS PREPARED

Section refer schedule A	Item	Description	Estimated Total Cost	Council Contribution as Property Owners	Property Owners Contribution	Council Contribution	RIDF Contribution
A	1	Road construction	2,457,467	682,390	650,240	Nil	1,124,837
B	2	Main drainage construction	1,228,019	275,306	390,293	Nil	562,420
C	3	Bacchus Marsh Road / O'Briens Road intersection	345,271	Nil	Nil	195,271	150,000
D	4	O'Briens Road / McManus Road intersection	337,870	Nil	Nil	337,870	Nil
E	5	Extensions of O'Briens Road – land provisions and creation of new road reserve	307,205	Nil	Nil	307,205	Nil
F	6	Watermain extension	59,858	53,434	6,424	Nil	Nil
G	7	Detention basin, land and construction	3,508,515	Nil	Nil	2,213,536 (additional contribution by Developer to east of 1,294,979)	Nil
H	8	Additional infrastructure	162,743	Nil	Nil	Nil	162,743
		Totals	**8,406,948**	**1,011,130**	**1,046,957**	**4,348,861**	**2,000,000**

TABLE B - ACTUAL COSTS

	ACTUAL COST	COUNCIL CONTRIBUTION AS PROPERTY OWNERS	PROPERTY OWNERS CONTRIBUTION	COUNCIL CONTRIBUTION	ADJUSTED RIDF CONTRIBUTION	TOTAL COST
1	**1,751,555**	**410,030**	**390,712**		**950,813**	**1,751,555**
2	**980,749**	**209,014**	**296,314**		**475,422**	**980,750**
3	**1,100,000**			**622,115**	**477,885**	**1,100,000**
4	**193,464**			**193,464**		**193,464**
5	**307,205**			**307,205**		**307,205**
6	**85,804**	**76,595**	**9,209**			**85,804**
7	**2,888,164**			**1,593,185**		**1,593,185**
				1,294,979		**1,294,979**
8	**95,880**				**95,880**	**95,880**
	7,402,821	**695,639**	**696,235**	**4,010,948**	**2,000,000**	**7,402,822**

Notes: 1. Items 1, 2 and 6 are the only components of the Special Charge Scheme.
2. Items 3 & 4 are currently under construction (best estimate of costs provided).

Appendix 5-2

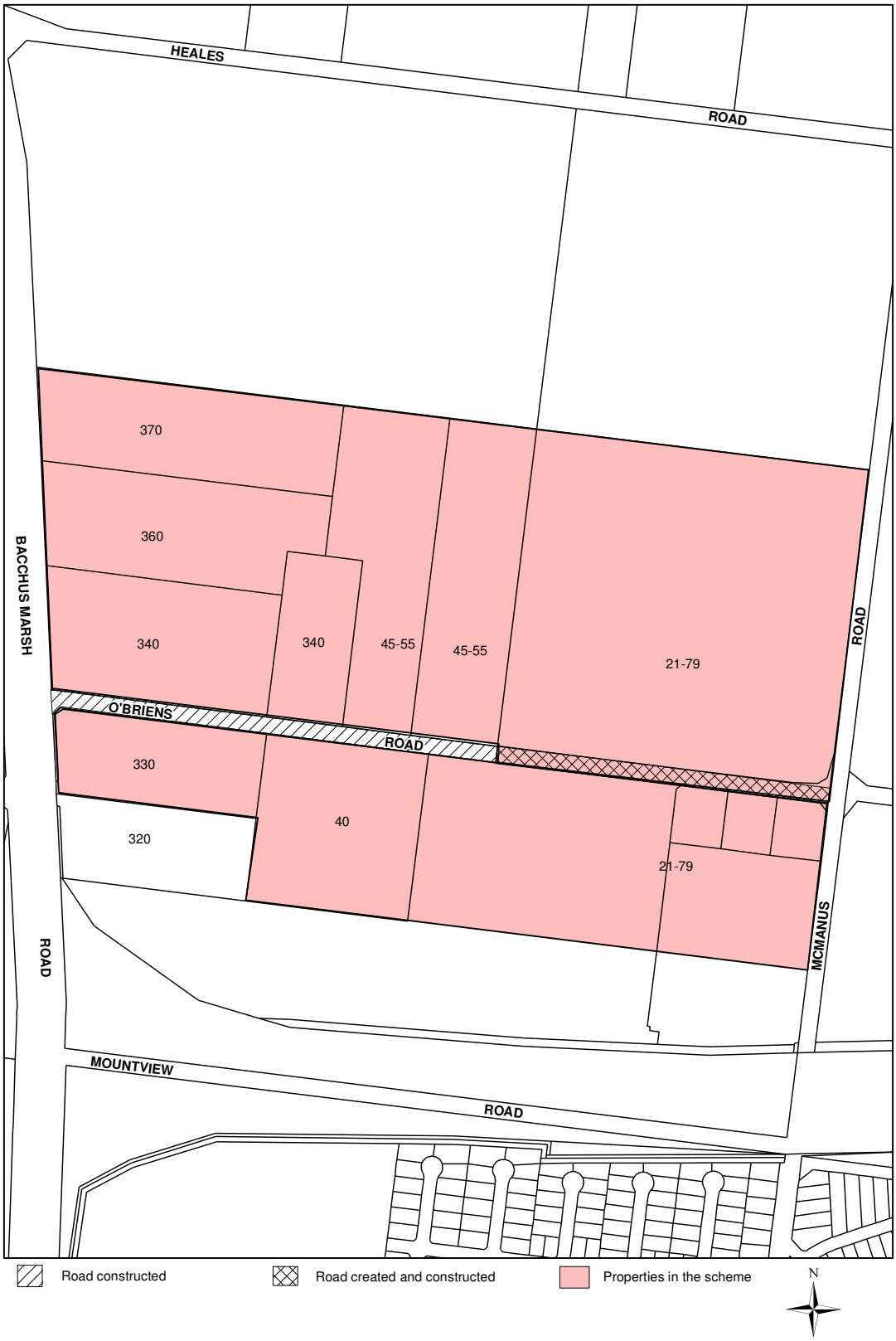
SCHEDULE A

Special Charge Scheme for road and drainage construction
O'Briens Road, Lara

PROPERTY DESCRIPTION	PROPERTY DETAILS	ESTIMATED COST	ACTUAL COST
330 Bacchus Marsh Road, Corio VIC 3214	Lot 1 PS 344231	$129,233	**$77,652**
40 O'Briens Road, Corio VIC 3214	Pt CA 49	$127,249	**$76,460**
21-79 McManus Road, Corio VIC 3214	PART Lot 1 TP 601328	$343,128	**$230,444**
21-79 McManus Road, Corio VIC 3214	Lot 1 TP 601327	$668,002	**$465,195**
340 Bacchus Marsh Road, Corio VIC 3214	Lot 1 TP 560567	$222,061	**$144,743**
340 Bacchus Marsh Road, Corio VIC 3214	CA 6 Sec 48	$91,488	**$60,140**
55 O'Briens Road, Corio VIC 3214	CA 48 Sec 4, Pt CA 48	$174,310	**$121,410**
45 O'Briens Road, Corio VIC 3214	Lot 1 TP547220	$159,454	**$107,140**
360 Bacchus Marsh Road, Corio VIC 3214	2CAP 2 CA 48	$71,621	**$54,375**
370 Bacchus Marsh Road, Corio VIC 3214	CA 48 Sec 1	$71,541	**$54,315**

Appendix 5-3

PLAN



6. GROVEDALE STATION AND ARMSTRONG CREEK BUS PLANNING UPDATE

Portfolio: **Planning & Economic Development and Infrastructure - Crs Macdonald and Richards**
Source: **Economic Development, Planning and Tourism**
General Manager: **Peter Bettess**
Index Reference: **Armstrong Creek**

Summary

- This report is in response to a Council resolution on 24 July 2012 to provide a detailed update on the proposed Grovedale Station and the Bus Network Planning for the Armstrong Creek Urban Growth Area.

Cr Richards moved, Cr Macdonald seconded -

That Council notes the report.

Carried.

Report

Background

Council at its meeting on the 24 July 2012 noted an update report on the progress of the Armstrong Creek Urban Growth area and its various Precinct Structure Plans, subdivision developments and general infrastructure projects.

At the meeting the Council resolved to request a more detailed report of on proposed Waurn Pond / Armstrong Creek West Railway Station and Bus Network Planning.

Discussion

Waurn Ponds / Armstrong Creek West Railway Station Planning

The Waurn Pond / Armstrong Creek Station was identified during the development of the Armstrong Creek Urban Growth Plan as a critical piece of public transport infrastructure to service the existing growth community of Waurn Ponds, Grovedale and Highton, along with the new Armstrong Creek community.

The station was then further elevated regarding its needs, scope and indicative cost as part of the Armstrong Creek Integrated Infrastructure Delivery Plan (ACIIDP) adopted by Council in February 2009, which followed with its inclusion in the Labour Government's Victoria Transport Plan 2010 under the Geelong Transport Package for programmed works beyond 2017.

As part of the Liberal Governments pre-election commitment to the 2010 State Election, the station was confirmed for the delivery during the 2011 – 2014 term of Government.

6. GROVEDALE STATION AND ARMSTRONG CREEK BUS PLANNING UPDATE (CONT'D)

Since this time extensive work has been carried out in developing an urban design framework as a initial step to advance detailed planning for the new station at Waurn Ponds. The preliminary urban design framework details a stage delivery of at grade car parking for an initial 200 car spaces on the north side and minor station facilities and ultimate delivery of approximately 2,580 car spaces and a local activity centre within the station precinct (predominately south of railway line).

Vic Roads and the Department of Transport have secured land to the south of the station site (Armstrong Creek side), and have a public acquisition overlay over land to the north of the station site to provide for the proposed initial car parking and related station facilities (Appendix 6-1).

The landowner of the Northern side of the railway line has applied for a residential subdivision of the land included in the Public Acquisition Overlay.

The Department of Transport has advised Council that they do not wish to exercise the entirety of the acquisition overlay and will restrict the purchase to a portion of land to provide for a total of 380 car parking spaces on the north of the railway line (noting, the 1st stages of construction only include 200 spaces).

One of the challenges working through the urban design framework and ultimate detailed design for the station will be the stage delivery of access under or over the railway line to provide accessibility from the Armstrong Creek side. Advice to date indicated that the initial station offer will be via the north side (Rossack Drive) of the railway line.

To illustrate the changing in car parking during the life of the stations planning, the below table details the approximate number of car parking space on the north and south side of the station as part of the three key phases of the stations planning.

Indicative Car parking Space at Waurn Ponds / Armstrong Creek West Station Proposed by Department of Transport / Public Transport Victoria Overtime

North Side - Waurn Ponds	800	700	380
South Side - Armstrong Creek	1,200	1,800	2,200
TOTAL	2,000	2,500	2,580

** C213 and C232 were Planning Scheme Amendments for the Railway Station Public Acquisition Overlay on the north and south side of the railway line, respectively*.

A challenge in managing the staged delivery of such a significant piece of public transport infrastructure is the pressure it can place on local infrastructure and amenity awaiting the delivery of further stages (eg: additional car parking and station facilities), particularly when the new station will be the first station on the Geelong-Melbourne rail service.

6. GROVEDALE STATION AND ARMSTRONG CREEK BUS PLANNING UPDATE (CONT'D)

Armstrong Creek Bus Network Planning

Public Transport Victoria (PTV) is undertaking second phase planning for the bus network to service Armstrong Creek in its ultimate form, with the major challenge in providing initial services being limited connections between stages/precinct of Armstrong Creek development.

PTV is currently preparing a Bus Planning Study for the growth area that determines the most practical and optimum bus routes as well as some of the service staging.

It has always been a strong vision of the Armstrong Creek growth area to ensure that planning is done for the early provision of bus service. This allows for the early establishment of behaviour for the new community and to ensure the community has the appropriate level of accessibility to these critical services.

Bus network planning, including the standard of roads and indicative location of bus stops, already form part of the Precinct Structure Plans within the growth area however the Bus Planning Study aims to identify the proposed bus routes for the growth area along with the constraints and opportunities that are faced in having these services realised.

Early discussion with PTV reflect the growth area will be primarily services via the existing Barwon Heads Road and Surf Coast Highway bus services, with local services eventually being established once a local catchments has been established, funding is available and key roads are delivered that enable the orderly and efficient delivery of bus services.

Officers are continuing to work with Public Transport Victoria in relation to both these projects.

Environmental Implications

There are no major environmental implications as result of this report, however it is acknowledged that any delay in the provision of new bus or rail services into the Armstrong Creek growth area will impact the take-up of these services and any ability to change user behaviour.

Financial Implications

The current proposal for the new Stage 1 - Waurn Ponds station could potential require the augmentation of local streets via signage, pavement line marking or footpath works to manage any local car parking concerns and general accessibility to the station for local residents. These works not identified in the current budget or any forward works program.

If the Council was to refuse the subdivision application on the grounds that the land covered by the Public Acquisition Overlay is required for the station, the Council would be liable for compensation for the land in excess of the Department of Transport's specification.

Policy/Legal/Statutory Implications

The specific implications of projects reported on in this update report will be dealt with on a project by project basis.

6. GROVEDALE STATION AND ARMSTRONG CREEK BUS PLANNING UPDATE (CONT'D)

Officer Direct or Indirect Interest

There are no offers of interest to report in relation to this project update.

Risk Assessment

There is a potential risk of community impact resulting from the proposed station due to increased parking demand on local residential streets.

Social Considerations

The planning and preliminary design for the new station has considered the need for a safe, well connected and attractive facility that meets the needs of the existing Waurn Ponds community as well as the new Armstrong Creek community.

The stations proposed a high quality underpass of the railway line to facilitate all hour's access between the two communities, however this facility is not proposed until later stages in the stations development.

Communication

There is no explicit communication program required as a result of this update, with any consultation from Public Transport Victoria likely to take place early in 2013.

Cr Richards declared an Indirect Interest by a Conflicting Duty in Agenda Item 7, Amendment C272 – Review of the City of Greater Geelong Advertising Sign Guidelines in that he is President of the Geelong Harness Racing Club which is potentially seeking to change its current planning permits re Advertising Signage and left the meeting room prior to discussion at 9.37pm.

7. AMENDMENT C272– REVIEW OF THE CITY OF GREATER GEELONG ADVERTISING SIGN GUIDELINES

Portfolio: **Planning – Cr Macdonald**
Source: **Economic Development, Planning Strategy and Tourism**
General Manager: **Peter Bettess**
Index Reference: **Subject: Council Reports 2012**

Summary

- The City has undertaken a review of the City of Greater Geelong Advertising Sign Guidelines 1997.
- The Guidelines aim to assist planning officers when considering planning permit applications for advertising signage and are an incorporated document in the Greater Geelong Planning Scheme.
- The other assessment tool for advertising sign applications is Clause 52.05 of the Planning Scheme. This clause sets out the application requirements and decision guidelines for assessing signage applications. It was updated by the State Government in 2008 and this has prompted the need to review the City's Guidelines.
- The new Advertising Sign Guidelines - 2012 was developed to assist the assessment of planning permit applications for advertising signage.
- An amendment to the Greater Geelong Planning Scheme is required to give effect to the new Guidelines. Amendment C272 will remove the 1997 Guidelines as an incorporated document and introduce the 2012 Guidelines as a reference document.
- Other required administrative changes to the Planning Scheme include amending the list of Incorporated Documents and changes to the relevant Local Policies and the Municipal Strategic Statement to delete reference to the 1997 Guidelines and to insert reference to the 2012 Guidelines.
- It is recommended that Council request authorisation from the Minister for Planning to prepare an amendment to the Greater Geelong Planning Scheme to include the City of Greater Geelong Advertising Sign Guidelines 2012 as a reference document in the planning scheme and that council resolve to exhibit the amendment included at Appendix 7-1.

Cr Macdonald moved, Cr Harwood seconded -

That Council defer consideration of the report.

Cr Doull re-entered the meeting room at 9.37pm.

Carried.

Cr Abley declared a Conflict of Interest in Agenda Item 8 – Amendment C268 and Planning Permit 337/2012 – Proposed Masters Home Improvement Store, Bacchus Marsh Road, in that she is the Number 1 Ticket Holder and committee member within the Geelong Rugby Union Football Club, which is the major tenant of Council and DEECD owned/operated properties at the former Flinders Peak Secondary College and adjacent playing fields. Cr Abley's husband also holds an honorary position on the Management Committee; secondly, her employer owns a small property bordering on to Broderick Road within the proposed designated Structure Plan area and left the meeting room prior to discussion at 9.37pm

Cr Harwood declared an Indirect Interest in Agenda Item 8 - Amendment C268 and Planning Permit 337/2012 – Proposed Masters Home Improvement Store, Bacchus Marsh Road, in that he has had a business relationship with M C Herd – neighbouring property – while not current may recommence in the future and left the meeting room prior to discussion at 9.37pm

8. AMENDMENT C268 & PLANNING PERMIT 337/2012 – PROPOSED MASTERS HOME IMPROVEMENT STORE, BACCHUS MARSH RD, CORIO

Portfolio:	**Planning - Cr Macdonald**
Source:	**Economic Development, Planning & Tourism - Strategic Implementation**
General Manager:	**Peter Bettess**
Index Reference:	**Project: C254- Reports Council & Other** **Subject: Council Reports 2012**

Summary

- A combined Planning Scheme Amendment and Planning Permit application has been made by planning consultants Urbis on behalf of Hydrox Nominees Pty Ltd to enable the development of a Masters Home Improvement Store on the east side of Bacchus Marsh Rd abutting the Geelong Ring Road at Corio.
- The site is part of a larger Residential 1 zoned property with a street address of Browallia Drive, Corio.
- Masters is a joint venture between Woolworths Limited and Lowes Companies Incorporated.
- The Masters concept is best described as a large format Home Improvement store with a typical floor area of approximately 13,000 square metres consisting of Trade Supplies, Restricted Retail, Landscape Gardening Supplies with associated car parking.
- The amendment seeks to rezone an area of approximately 5.81 ha from Residential 1 zone to Business 3 zone and to amend the Retail Activity Centre Hierarchy in Clause 21.07-8 of the planning scheme to include the site as a "Homemaker Precinct".
- The planning permit application seeks approval to use the land for a Restricted Retail Premises, Trade Supplies, Landscape Garden Supplies and Food and Drink Premises. Approval is also sought for the associated buildings and works, signage, partial waiver of parking requirements and to create access to a Road Zone Category 1.
- The recently adopted Corio Norlane Structure Plan provides strategic support for rezoning this land to the Business 4 zone.

8. AMENDMENT C268 & PLANNING PERMIT 337/2012 – PROPOSED MASTERS HOME IMPROVEMENT STORE, BACCHUS MARSH RD, CORIO (CONT'D)

- Access to the Masters store is proposed at a new signalised intersection on Bacchus Marsh Road. This intersection will also provide controlled access to the future Business 3 zone land to the south of Masters' site.
- Initial comments on the proposal have been sought from internal and external departments.

  Key technical issues to be resolved include: securing road access to the adjoining property from the new intersection; design of the interface with residential zoned land to the east; management of noise impacts on existing and future residents; and pedestrian and cycling connections.
- The site is zoned Residential 1 but is not currently appropriate for residential development because of the potential impact the abattoir operations might have on the amenity of residents.
- The site is well positioned to accommodate commercial development that would benefit from exposure to Bacchus Marsh Road and proximity to the Geelong Ring Road Employment Precinct, as well as providing a buffer to residential land to the east. The proposal will utilise land that is not being used to its potential at a key entrance to Geelong and provide much needed new development and jobs for Corio.
- The Corio Masters store is expected to have positive economic impacts including local investment in the order of $13 million and the creation of approximately 176 local ongoing jobs, plus another 109 jobs through the multiplier effect. 100 direct and 88 indirect local construction-related jobs will also be supported during the centre's development phase.
- From a planning policy perspective the site is not part of an existing activity centre or homemaker precinct under Council's adopted Retail Activity Centre Hierarchy at Clause 21.07 of the scheme. It has been assessed as an "out of centre" proposal and found to meet the relevant tests.
- It is considered that this proposal will result in an overall net community benefit and is recommended for support.
- Conditions on the planning permit relating to building design, landscaping, delivery times etc will ensure that impact on the local residential amenity is reduced to acceptable levels.
- It is recommended the Planning Scheme Amendment and accompanying permit be exhibited subject to the receipt of Ministerial authorisation.

Cr Macdonald moved, Cr Granger seconded -

That Council:

1) Resolves to support the preparation and exhibition of Amendment C268 to the Greater Geelong Planning Scheme to:

- **Rezone part of the land at Browallia Drive, Corio from Residential 1 zone to Business 4 zone;**
- **Delete Design and Development Overlay 14 from the land to be rezoned; and**

8. AMENDMENT C268 & PLANNING PERMIT 337/2012 – PROPOSED MASTERS HOME IMPROVEMENT STORE, BACCHUS MARSH RD, CORIO (CONT'D)

- **Amend the Retail Activity Centre Hierarchy in Clause 21.07-8 of the planning scheme to include the site as a homemaker precinct.**

2) Agrees to consider the application for a planning permit for the use and development concurrently with the Amendment in accordance with Section 96A of the Planning and Environment Act.

3) Resolves to prepare and exhibit a draft planning permit 337/2012 with the Amendment, subject to resolution of the detail of the permit documentation as outlined in this report; and

4) Requests the Minister for Planning authorise the preparation of Amendment C268 and Planning Permit 337/2012.

Carried.

Report

Background

A combined Planning Scheme Amendment/Planning Permit application has been made by planning consultants Urbis on behalf of Hydrox Nominees Pty Ltd to enable the development of a Masters Home Improvement Store at Bacchus Marsh Rd, Corio.

The site is described in the Urbis planning application as follows:

"The subject site is located on the east side of Bacchus Marsh Road with a northern boundary to the Geelong Ring Road in Corio, and is approximately 10km from the Geelong City Centre. The site is relatively flat with a slight fall towards Bacchus Marsh Road. The site does not feature any buildings and is currently used for agricultural purposes (cropping). The site contains only exotic vegetation with no native species present.

The site is part of a wider parcel of land with the balance of the land to the east indicated for a future residential subdivision and development.

The subject site has a total area of approximately 120,920 sqm with the Masters component comprising 58,150 sqm. The balance of the land (62,770 sqm) is identified for future residential development. There are no restrictions on title except for a 2m wide drainage easement (E-4) extending across the site's eastern boundary."

The site is part of a larger Residential 1 zoned property with a street address of Browallia Drive, Corio. Appendix 8-1 shows the location including existing zoning. Appendix 8-2 is an aerial photo. The site is also affected by Design and Development Overlay (DDO14), Environmental Significance Overlay (ESO 4), and the Public Acquisition Overlay (PAO 3).

Masters is a joint venture between Woolworths Limited and Lowes Companies Incorporated.

The Masters concept can be best described as a large format Home Improvement store with a typical floor area of approximately 13,000 square metres consisting of Trade Supplies, Restricted Retail, Landscape Gardening Supplies with associated car parking. An image of the front of a typical Masters store is in Appendix 8-3.

8. AMENDMENT C268 & PLANNING PERMIT 337/2012 – PROPOSED MASTERS HOME IMPROVEMENT STORE, BACCHUS MARSH RD, CORIO (CONT'D)

The amendment seeks to rezone an area of approximately 5.81 ha from Residential 1 zone to Business 3 zone and to amend the Retail Activity Centre Hierarchy in Clause 21.07-8 of the planning scheme to include the Masters site as a homemaker precinct.

The planning permit application seeks approval to use the land for a Restricted Retail Premises, Trade Supplies, Landscape Garden Supplies and Food and Drink Premises. Approval is also sought for the associated buildings and works, signage, partial waiver of parking requirements and to create access to a Road Zone Category 1.

The application has been accompanied by comprehensive architectural and landscape plans of the proposed development and all necessary technical reports (planning, traffic, economic impact assessment, drainage and acoustic) which have been assessed by all relevant internal Council units.

The site plans, elevations and landscape plans for the proposed development are in Appendix 8-4.

The proposed development plans indicate:

- A Woolworths Masters store with 13,701 square metres of gross floor area.
- Four restricted retail premises totalling 4,770 square metres of leasable floor area. The tenancies range from 1,120 to 1,400 square metres in size.
- A total of 487 car spaces (381 associated with Masters and 106 associated with the individual restricted retail tenancies).

Discussion

The site is vacant land located directly opposite the abattoir and is currently zoned Residential 1 Zone. This land is not appropriate for residential development because of the potential impact the abattoir operations might have on the amenity of residents. A buffer of 500m is generally applied to the abattoir.

The site is well positioned to accommodate commercial development that would benefit from exposure to Bacchus Marsh Road and proximity to the Geelong Ring Road Employment Precinct, as well as providing a buffer to residential land to the east.

The major issues to be addressed in the consideration of this application include:

- Strategic basis including the Corio Norlane Structure Plan;
- Retail policies and economic impact;
- Building design and interface with surroundings;
- Noise and amenity issues
- Drainage and flooding
- Sewerage and water supply
- Road access and signalised intersection
- Pedestrian and cycling access
- Environmental issues

8. AMENDMENT C268 & PLANNING PERMIT 337/2012 – PROPOSED MASTERS HOME IMPROVEMENT STORE, BACCHUS MARSH RD, CORIO (CONT'D)

Strategic Basis - Corio Norlane Structure Plan

The recently adopted Corio Norlane Structure Plan provides strategic support for rezoning this land to the Business 4 zone for a new homemaker precinct.

Applying the Business 4 Zone is considered appropriate to support the Masters proposal. Land to the south of the precinct is a preferred location for an office/commercial park and the Structure Plan recommends this area be rezoned to Business 3.

Council has previously supported the Business 3 rezoning for the adjoining land (owned by Reachy Pty Ltd) under Amendment C166 which was abandoned by the Minister for Planning.

The Structure Plan retains the balance of the land not identified for business use in the Residential 1 zone. This land is directly east and south east of the Masters' site and can be developed for residential if the abattoir relocates or it can be demonstrated that new residents will not be impacted by emissions from the abattoir.

The 'Abattoir and Surrounds Concept Plan' from page 21 of the Structure Plan (Appendix 8-5) shows the preferred locations for new road connections and the limit of the abattoir emissions buffer. The plan also recognises that in the event of the relocation of the abattoir, the abattoir site is ideally suited for future urban uses.

During the informal consultation process for the Corio Norlane Structure Plan submissions were received on the proposal to rezone this area to Business 3 Zone (now changed to part Business 4 and part Business 3). This resulted in an objecting submission from Fagg Bros Pty Ltd. According to Faggs the proposed rezoning is not justifiable on strategic planning grounds and should be abandoned. Supporting submissions were received from the two landowners directly affected – TGM for L Bisinella Developments (current owner of the proposed Master's store site) and Reachy Pty Ltd (owner of land to the south earmarked for Business 3 zoning for a business park).

In response to the Fagg Bros Pty Ltd submission, Council commissioned consultants Urban Enterprise to prepare an economic and strategic assessment of the proposed business precinct. The assessment confirms the market capacity for establishing the precinct and general accordance with the Geelong Retail Strategy.

Retail policies and economic impact

The Greater Geelong Planning Scheme has two key clauses relevant to new retail applications. Both clauses are derived from Council's 2006 Retail Strategy.

Clause 22.03 "Assessment Criteria for Retail Planning Applications" details information to be provided in seeking planning approval for retail developments including an Economic Impact Assessment (EIA) for retail developments above 2,000m2 and out of centre developments.

The proposed Master's store is an "out of centre" development meaning it is not located in an existing activity centre or homemaker precinct shown in Clause 21.07 of the scheme. Clause 22.03 requires such applications to demonstrate why the out of centre location is necessary. This is to be achieved through a "sequential test" which demonstrates why the proposal:

- Cannot be accommodated in an existing activity centre, or failing that,
- Cannot be accommodated on an edge of centre location (which has a functional relationship with an activity centre) or, failing that,

8. AMENDMENT C268 & PLANNING PERMIT 337/2012 – PROPOSED MASTERS HOME IMPROVEMENT STORE, BACCHUS MARSH RD, CORIO (CONT'D)

- Cannot be accommodated in the nominated homemaker precincts.
- An out-of-centre proposal should then demonstrate that the location is consistent with urban context of the surrounding area, including potential impacts of the proposed development on local character and amenity.

Economic consultants, DeepEnd have responded to the above issues as part of the Master's applications, as follows:

"*As defined in the Retail Strategy, the Corio catchment contains three homemaker precincts, one community centre, one sub-regional centre and three neighbourhood centres. It is immediately apparent that no suitable land exists within or on an edge of centre location.*

…..A sequential test has been undertaken to explore whether suitable land for a Masters store exists within the precincts. From an examination of the zoning and aerial views and supplemented by site visits and other enquiries, we can confirm that there are no suitably sized vacant sites.

There are two sites which could be suitable but are currently occupied or subject to adverse planning findings. The first of these is the current Bunnings store in Corio and adjoining vacant land on School Road (total site area of 2.947 hectares). However, we have been advised that the site will accommodate a truck sales and servicing dealership following the relocation of Bunnings to Norlane in 2012.

The second site is the Hometown site on the eastern side of the Princess Highway in North Geelong. At 15.1 hectares, this could have accommodated a Masters store but the abandonment of Amendment C98 to the Greater Geelong Planning Scheme has firmly 'closed the door' on this site being suitable for Masters.

The site of the proposed MHICC (Masters Home Improvement Centre Corio) is then considered appropriate despite its out-of-centre location. It is flat and well positioned at the interchange of two major roads in a location where residential use is not possible because of the required buffer to the abattoir on the opposite side of Bacchus Marsh Road. Development of the site for industrial purposes, the only potential alternative, would not be appropriate given the proximity to residential uses and Council's desire for such used to be directed into the Heales Road precinct on the northern side of the Bypass (Deep End Services Pty Ltd, Jan 2012, Masters Home Improvement Centre Corio - Need and Economic Impact Assessment *)."*

A previous attempt by Masters to have a portion of the former Geelong Golf Course rezoned was unsuccessful. The amendment (C231) was not supported by Council or an Independent Advisory Committee and was refused by the Minister for Planning in October 2010. Masters have been investigating sites in the northern suburbs since that time.

Council officers agree that there is a lack of suitable land for a 13,500 metres homemaker store in existing activity centres or homemakers precincts in the northern suburbs of Geelong.

It is proposed that Council (as part of Amendment C268) recognise the Bacchus Marsh Rd, Corio site as a new homemaker precinct. This will be reflected as a new homemaker centre in the Retail Activity Centre Hierarchy Map and Table at Clause 21.07-8 of the Greater Geelong Planning Scheme (see Appendix 8-6).

8. AMENDMENT C268 & PLANNING PERMIT 337/2012 – PROPOSED MASTERS HOME IMPROVEMENT STORE, BACCHUS MARSH RD, CORIO (CONT'D)

Building Design and Interface with surroundings

The rear of the Masters Store will back onto future residential area to the east. This interface was not adequately treated in the original plans accompanying the application. No landscaping was shown and the noise and acoustic report recommends a 6 metre high acoustic fence be constructed on the boundary. This is primarily due to noise from trucks accessing the rear service road, loading and unloading.

The 6 metre height of the acoustic wall is excessive and will impact on the visual amenity of the adjoining residential area.

The DPCD's *Interim Design Guidelines for Large Format Retail Premises* (2007) include an objective (1.3) to integrate the built form of Large Format Retail Premises into the surrounding context. The relevant Design Standard DS1.3.4 is "*Minimise amenity issues associated with servicing of these developments by design measures such as locating loading bays and site storage and access points for waste collection away from public spaces, streets and residential areas. Use buffer areas with appropriate landscaping to reduce visual impacts on adjoining sensitive uses"*.

Options for treatment of this interface have been investigated with Master's consultants. It appears the best outcome is to lower the height of the acoustic wall to 3 metres with tree planting on the residential (east) side the wall (see draft plan in Appendix 8-7). A peer review of the original Acoustic Report by another consulting company has confirmed that a 3 metre high wall is adequate for acoustic purposes.

Council officers will ensure an appropriate buffer treatment is put in place along the residential boundary.

Noise and amenity issues

Council officers have reviewed the proposal in relation to amenity impacts. Noise is the main issue with the residents backing onto the delivery area. The first main comment is the proposal for deliveries to be made from 6am to 10pm which is one hour too early against the EPA Noise Guideline 1254. This guideline has been developed to protect amenity and human health aspects with noise disturbance and should be followed very closely. If it is proposed to deviate then there must be some other very clear means of compliance (non-audible in habitable room).

Council officers consider the last paragraph in section 5.2 of the Environmental Noise Assessment is not entirely accurate in that trucks do have to comply with N-1 but on roads they have no time restrictions. This was put in to control the noise from delivery on private property and specifically not public roads during driving. Therefore the time restriction of 7am should apply. A condition stating the following should be included.

> *"Where a residential area will be impacted by noise from deliveries, then deliveries should be inaudible in a habitable room of any residential premises (regardless of whether any door or window giving access to the room is open) outside the hours contained in the schedule.*
>
> *Schedule: Deliveries to shops, supermarkets & service stations*
>
> *7 am — 10 pm Monday to Saturday*
>
> *9 am — 10 pm Sundays and public holidays*
>
> *Note: All ancillary motors or trucks should be turned off."*

8. AMENDMENT C268 & PLANNING PERMIT 337/2012 – PROPOSED MASTERS HOME IMPROVEMENT STORE, BACCHUS MARSH RD, CORIO (CONT'D)

It has also been suggested that delivery hours should be limited (eg. 8am to 8pm) and "Trucks idling" signage could be used to limit unnecessary noise.

Council officers consider that ideally the delivery dock should be enclosed. In relation to the acoustic barriers the heights should be designed to protect the future housing and not wait until they are constructed. As a condition a follow up assessment must be done to show compliance with SEPP N-1 and the NIRV. This will ensure that full protection of the residents occurs.

Permit conditions to address noise will be finalised prior to exhibition in consultation with the proponent.

Drainage and Flooding

Engineering advice indicates the site has a three metre fall to the south west at generally regular grades, cross boundary flows must be considered in a stormwater management plan. It is recommended that the development meet or exceed current best practice objectives for stormwater quality, and re-use.

The conceptual design of treatment features is generally satisfactory, with bio-retention basins sized to meet best practice pollutant removal targets. Specific changes to the proposal requested by the Engineering department include:

- Update of Storm Water Management Plan to prevent an increase in downstream flood levels, based on Council not undertaking upgrade works to the Plantation Road basin in the near future;
- Cross section of floodway channel must be modified to reflect IDM requirements;
- Discussion of cross boundary flows.

Sewerage and Water Supply

Barwon Water does not object to the granting of a planning permit subject to ten conditions being met prior to the issue of a Statement of Compliance. The conditions relate to general subdivision conditions and the creation of easements, installation of services, new customer payments and sewerage provisions. The ten conditions requested by Barwon Water will be included in the draft conditions.

Road access and signalised intersection

Access to the Masters store is proposed at a new signalised intersection on Bacchus Marsh Road. This intersection will also provide controlled access to the MC Herd Abattoir and future Business 3 zone land to the south of Masters' site.

A single point of access is a requirement of the Corio Norlane Structure Plan (see Appendix 8-5).

VicRoads is supportive of the proposed access arrangements subject to approval of a functional layout plan. VicRoads has provided a list of eleven draft planning permit conditions which will be included in the draft conditions.

Council officers held a meeting on 16 May 2012 with VicRoads, Masters, Reachy Pty Ltd and L.Bisinella Developments to discuss road access. VicRoads has a strong position that only one signalised intersection will be permitted between the Ring Road and Plantation Road. This means that the intersection that Masters are proposing must also serve the future Business 3 zone land to the south (the Reachy land).

8. AMENDMENT C268 & PLANNING PERMIT 337/2012 – PROPOSED MASTERS HOME IMPROVEMENT STORE, BACCHUS MARSH RD, CORIO (CONT'D)

Masters consider that Reachy should share the cost of the intersection as it will provide access to a future business park or commercial precinct. It is recommended that Council pursue cost sharing arrangements via a Section 173 Agreement as part of the current rezoning of both the Masters site (Amendment C268) and future rezoning of the Reachy land.

Direct access to the arterial road is prevented by Water Supply and Plantation reserves, vested in Barwon Water and Council respectively. The application should be amended to include subdivision, including creation/removal of the reserves.

Pedestrian and Cycling Access

The existing concrete 'path' on the east side of Bacchus Marsh Road has limited functionality as a footpath as it is narrowed considerably by the presence of a crash barrier. Additionally the road embankment has a grade of approximately 1 in 7 which does not comply with DDA requirements for accessibility. It may be more appropriate to have all pedestrian access via the signalised intersection and this will be investigated prior to exhibition.

Environmental issues

The vegetation and net gain assessment found that there are no indigenous plant species on the site therefore there are no net gain implications and no implications under the Environmental Significance Overlay (ESO4). There are few environmental constraints associated with the site. Specific arrangements are required to ensure stormwater quality measures will be maintained in perpetuity by the owner/ operator; the on-going maintenance of the site landscaping and the provision of rubbish bins throughout the proposed development.

Accompanying Permit PP1527/2010

As outlined in this report, it is proposed that a draft permit be prepared to enable use and development of the homemaker centre. The permit would be exhibited with the Amendment pursuant to Section 96A of the Planning and Environment Act.

Environmental Implications

The proposed development is not expected to result in any adverse environmental impacts because the subject land is substantially vacant and contains no significant vegetation.

Financial Implications

Approval of the proposed development is unlikely to result in any financial implications for Council.

Policy/Legal/Statutory Implications

The amendment is broadly consistent with the State Planning Policy Framework. In particular:

Clause 14 - achieves settlement objectives by ensuring a sufficient supply for commercial land uses

Clause 17 - improves employment and economic activities in a location that is readily accessible to the community in accordance with.

8. AMENDMENT C268 & PLANNING PERMIT 337/2012 – PROPOSED MASTERS HOME IMPROVEMENT STORE, BACCHUS MARSH RD, CORIO (CONT'D)

The amendment is broadly consistent with the Local Planning Policy Framework, including:

Clause 21.04 – Municipal Framework Plan - depicts the subject site as being located in the existing urban area.

Clause 21.06 – Settlement and Housing - identifies that there is an environmental, economic and social imperative to reduce urban sprawl and improve accessibility to urban services, principally by consolidating urban development around places of activity and public transport infrastructure.

Clause 21.07 – Economic Development and Employment – includes the City of Greater Geelong Retail Activity Centre Hierarchy to articulate the role and function fulfilled by centres of different sizes. The retail hierarchy supports the primacy of Central Geelong as the focus of retail activity in the region. A key objective of this clause is to ensure that all major retail developments, and out of centre developments, provide a clear net community benefit. In the case of out of centre developments, applications must demonstrate that there will be no adverse impacts on the operation of the retail activity centres hierarchy.

Clause 22.03 – Assessment Criteria for Retail Planning Applications - this policy applies where a planning scheme amendment or planning permit application proposes new or expanded provision of retail floor space within the municipality. The policy requires that issues of retail demand, retail supply, escape spending, impact on existing retail facilities, net community benefit, and design and location be addressed in all retail development proposals.

The objectives of this clause include:

- To ensure that applications for new centres establish the retail need for such use and development and demonstrate that there are no adverse impacts on the operation of the retail activity centres hierarchy.
- To ensure that applications involving a planning scheme amendment in or adjoining existing activity centres clearly establish a retail need for such use and development and demonstrate that there are no adverse impacts on the operation of the retail activity centres hierarchy.
- To ensure that all major retail use and development provide clear net community benefit.
- To allow / guide consideration of applications involving an increase in an identified floor space cap, in order to accommodate the changing retail trends and retail demands.

The economic assessment submitted with the application and Council's independent assessment indicate the proposal can proceed without major impact on existing centres.

Officer Direct or Indirect Interest

In accordance with Sec 80 (c) of the Local Government Act, Peter Bettess General Manager, Economic Development, Planning & Tourism declares an indirect financial interest in that he owns Woolworths and Wesfarmers shares.

8. AMENDMENT C268 & PLANNING PERMIT 337/2012 – PROPOSED MASTERS HOME IMPROVEMENT STORE, BACCHUS MARSH RD, CORIO (CONT'D)

Risk Assessment

Processing of this Amendment is considered to be a low level risk for Council.

Social Considerations

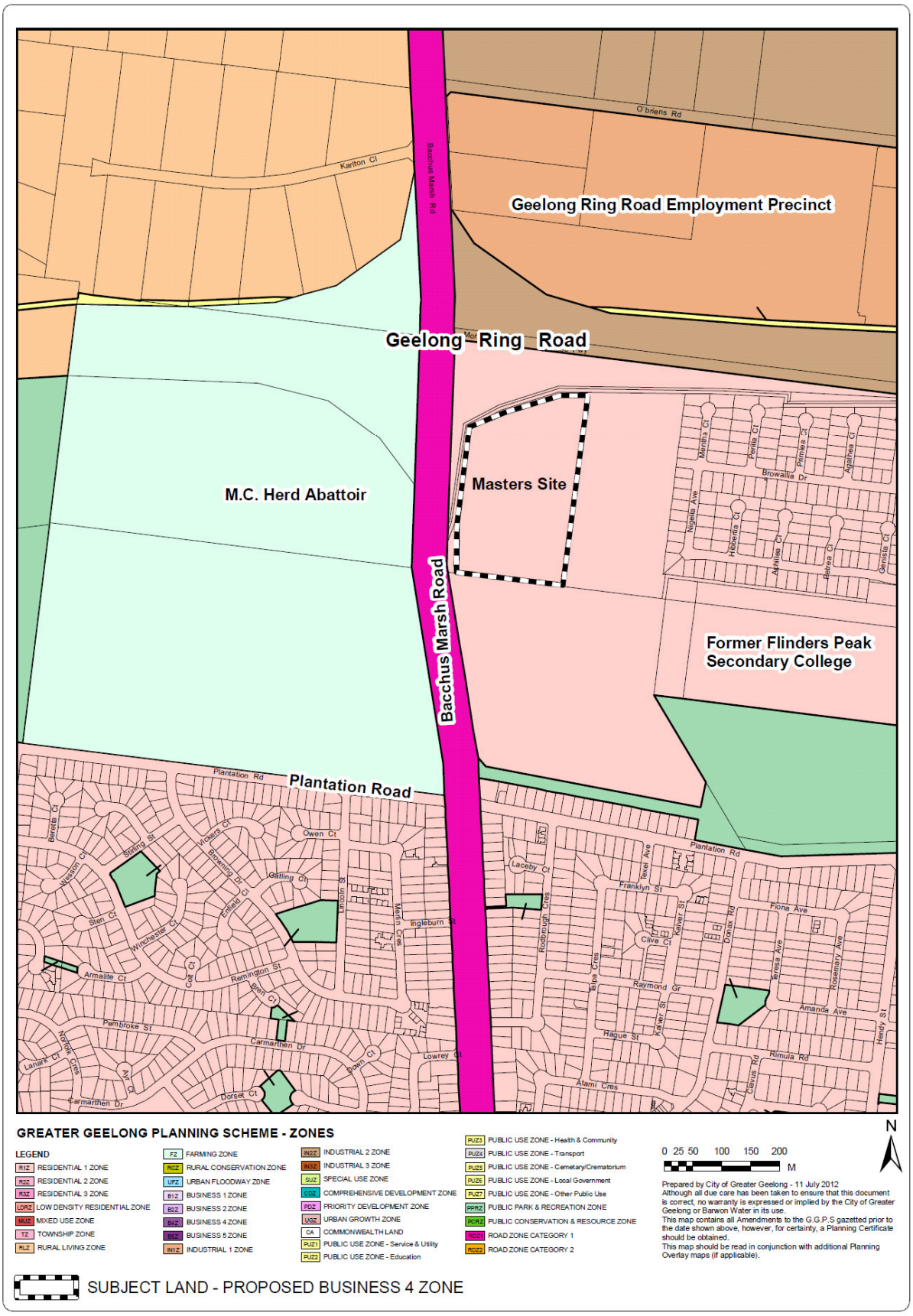
It is considered the Amendment will result in an overall net community benefit by improving accessibility to homemaker and hardware goods and services for the local community, increasing retail choice and competition and providing the opportunity for employment in the local area.

Impacts on existing and future residents in the Residential 1 zoned land to the east and south east will need to be carefully managed. Issues such as building design, interface treatments and noise are discussed earlier in this report and can be managed by planning permit conditions.

Communication

It is proposed that this Amendment and accompanying permit be exhibited in accordance with the provisions of the Planning and Environment Act to provide the opportunity for full public comment (and potentially referral to an Independent Panel appointed by the Minister for Planning). Exhibition is subject to the Minister's authorisation.

Appendix 1 – Existing zoning and surrounding area

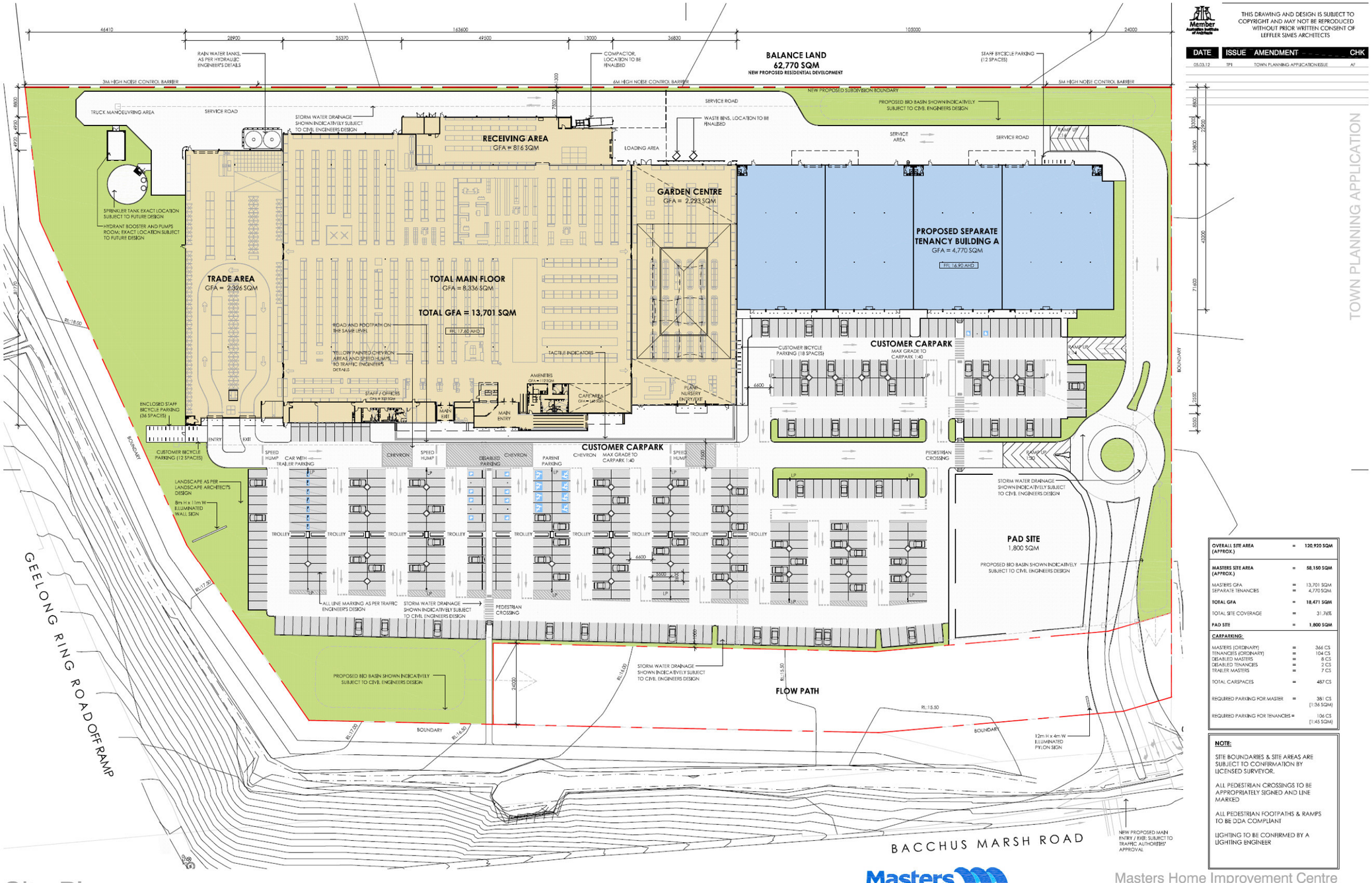


Appendix 2 – Aerial photo of site and surrounding area

Appendix 3 - Example of Typical Masters Store Front

Source: Cover of Planning Report for C268 prepared by Urbis.

Appendix 4 – Proposed Site Plan, Elevations and Landscape Plan – Masters Store



OVERALL SITE AREA (APPROX.)	= 120,920 SQM
MASTERS SITE AREA (APPROX.)	= 58,150 SQM
MASTERS GFA	= 13,701 SQM
SEPARATE TENANCIES	= 4,770 SQM
TOTAL GFA	= 18,471 SQM
TOTAL SITE COVERAGE	= 31.76%
PAD SITE	= 1,800 SQM
CARPARKING:	
MASTERS (ORDINARY)	= 366 CS
TENANCIES (ORDINARY)	= 104 CS
DISABLED MASTERS	= 8 CS
DISABLED TENANCIES	= 2 CS
TRAILER MASTERS	= 7 CS
TOTAL CARSPACES	= 487 CS
REQUIRED PARKING FOR MASTER	= 381 CS (1:36.5QM)
REQUIRED PARKING FOR TENANCIES	= 106 CS (1:45 SQM)

NOTE:

SITE BOUNDARIES & SITE AREAS ARE SUBJECT TO CONFIRMATION BY LICENSED SURVEYOR.

ALL PEDESTRIAN CROSSINGS TO BE APPROPRIATELY SIGNED AND LINE MARKED

ALL PEDESTRIAN FOOTPATHS & RAMPS TO BE DDA COMPLIANT

LIGHTING TO BE CONFIRMED BY A LIGHTING ENGINEER

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DATE	ISSUE	AMENDMENT	CHK
05.03.12	TP1	TOWN PLANNING APPLICATION ISSUE	AF

TOWN PLANNING APPLICATION

Site Plan

Masters Home Improvement Centre
Bacchus Marsh Road, Corio, VIC

SCALE: 1:500 @ A1

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DATE:	Dec 11
DRAWN:	ASH

TP-02

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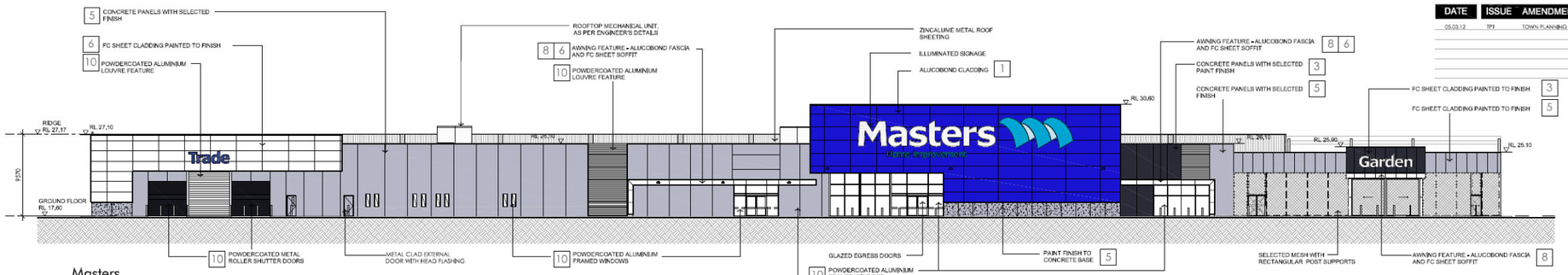
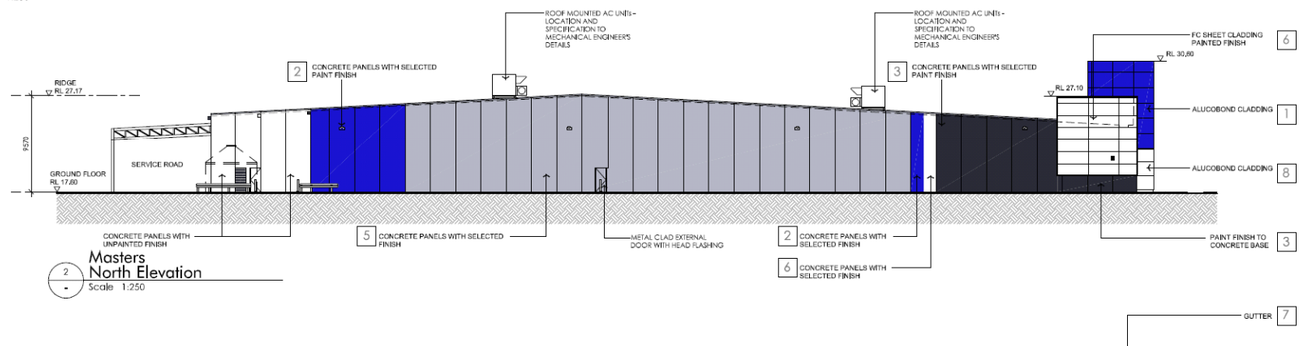
DATE	ISSUE	AMENDMENT	CHK
05.03.12	TP1	TOWN PLANNING APPLICATION ISSUE	AF

TOWN PLANNING APPLICATION



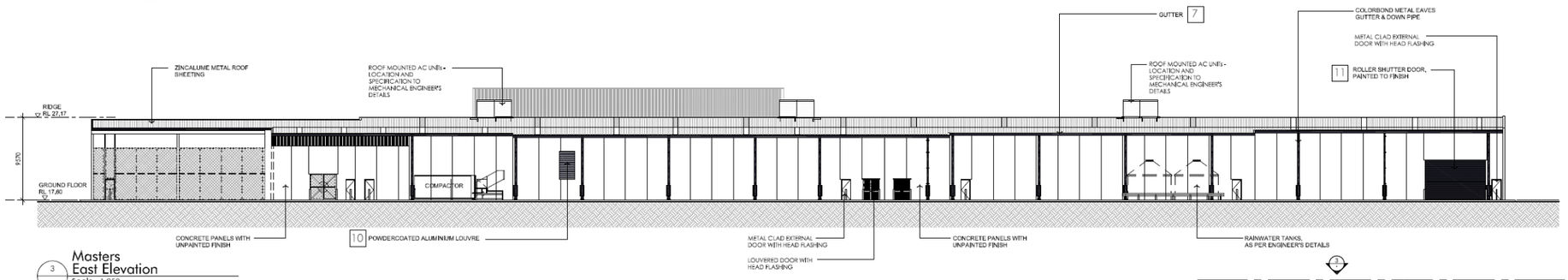
1 Masters West Elevation
Scale 1:250



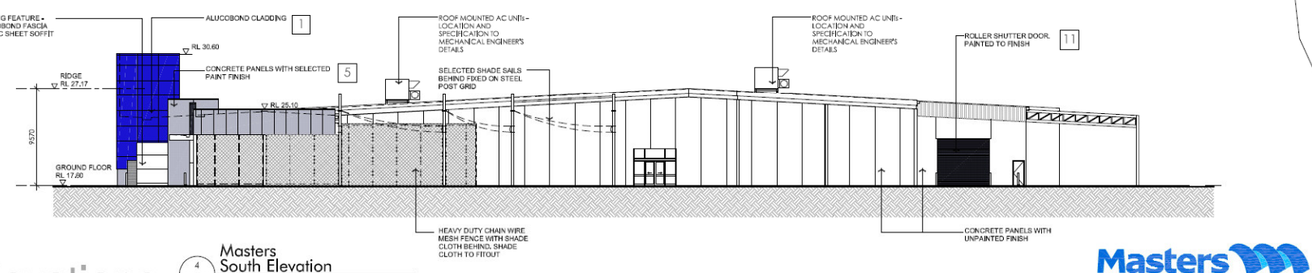
2 Masters North Elevation
Scale 1:250

Finishes

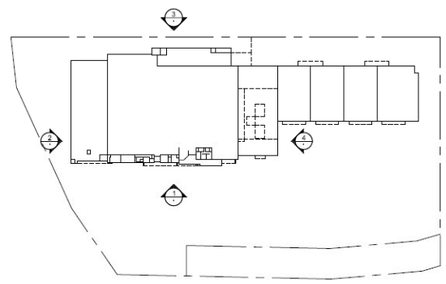
1	ALUCOBOND - 'ULTRAMARINE 203'	8	ALUCOBOND - 'WHITE 101'
2	WATTYL - 'SOLVER ELECTRIC BLUE 0954'	10	DULUX - 'PRECIOUS SILVER SATIN KINETIC'
3	WATTYL - 'C/B IRONSTONE A40W'	11	COLORBOND - 'IRONSTONE 8848 SATIN'
4	COLORBOND - 'WINDSPRAY'	12	'PRECIOUS TITANIUM PEARL 87728 SATIN'
5	WATTYL - 'BABY SEAL A23W'	13	WATTYL - 'CASTLE GREY A25W'
6	WATTYL - 'RAIN SPLASH E3W'		
7	COLORBOND - 'IRONSTONE'		



3 Masters East Elevation
Scale 1:250



4 Masters South Elevation
Scale 1:250



Masters Elevations

Masters Home Improvement Centre
Bacchus Marsh Road, Corio, VIC

SCALE: 1:250 @ A1

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JOB NO: 3316
DATE: Oct 11
DRAWN: ASH

TP-07

LEFFLER SIMES ARCHITECTS

MASTERS CORIO- PLANT PALETTE

ENTRY TREES

Pyrus calleryana 'Aristocrat'	Aristocrat Callery Pear	11m x 7m
Angophora costata	Smooth Barked Apple Myrtle	20m x 7m

Entry tree are tall and narrower columnar deciduous species planted in rows which provides an entry statement to the development and helps to emphasize the main entry points from a distance. This trees have a distinctive canopy shape, green in summer spring with white flowers, turning bright yellow during autumn and dropping its leaf during the winter periods. Entry trees from Bacchus Marsh Road will be Smooth Barked Apple Myrtle due to the bio-retention swales to the south. The row of native vegetation will provide a tall canopy with understorey shrubs and grasses.

TREES ALONG STREET INTERFACE

Eucalyptus melliodora	Yellow Box	15-25m x 10-25m
Eucalyptus leucoxylon connata	Yellow Gum	10-20m x 5-15m
Eucalyptus polyanthemos	Red box	7-20m x 5-15m

The proposed *Eucalyptus polyanthemos* trees within the carpark area fronting the Bacchus Marsh Road, is to provide a good canopy shade protection from the harsh afternoon sun as well as providing a clear trunk to allow views into the development from the main road.

The proposed avenue of *Eucalyptus melliodora and Eucalyptus leucoxylon connata* trees along Geelong Ring Road ramp access provides a strong landscape character and screening to the blank walls facing the street.

CAR PARK TREES

Waterhousia floribunda	Weeping Lillypily	15m x 10m

Carpark tree planting is a mix of native species in garden beds and tree pits. The diamond shaped tree pits are 1.2m x 1.2m wide with flush kerb to allow run-off water to run through the garden bed. The trees are protected by four bollards located at each corner of the tree pit to ensure tree protection and easy pedestrian flow around the trees with no hit and miss kerbs. Low planting are planted in slotted kerb garden beds which allow run-off water to percolate through the garden beds maximising WSUD principles. Carpark trees are *Waterhousia floribunda* which will provide a clear trunk, lush green foliage and shade potential.

CAR PARK FEATURE TREES ALONG PEDESTRIAN FOOTPATH

Pyrus calleryana 'Capital'	Callery Pear	10m x 4m

Tree planting along the main pedestrian footpath within the carpark area is to be planted with small columnar deciduous trees in alternating tree pits. The tree planting will highlting major pedestrian access points within the development and create a pleasant tree avenue.

BIO-RETENTION SWALE PLANTING

Angophora costata	Smooth Barked Apple Myrtle	20m x 7m
Eucalyptus ovata	Swamp Gum	25m x 15m
Eucalyptus camaldulensis	River Red Gum	30m x 20m
Juncus flavidus	Yellow Rush	0.5-1m x 0.5-1m
Patersonia occidentalis	Native Iris	0.5m x 0.5m
Wahlenbergia communis	Tufted Bluebell	0.5m x 0.5m

The proposed bio-retention swale is to conform with civil engineering details and planted with low lying grasses or turf grass. Sectioned tree planting that are water logge tolerant is to be planted in these areas to add height and form in particular around main vehicular entries and where screening is necessary.

CARPARK GARDEN BED PLANTING

Correa reflexa	Common Correa	1.2m x 1.2m
Lomandra longifolia	Spiny-Headed Mat-Rush	1m x 1m
Dianella tasmanica	Tasman Flax Lily	0.8m x 0.8m
Westringia fruticosa	Coastal Rosemary	1m x 1m
Myoporum parvifolium	Creeping Boobialla	spreading

Shrub planting in carpark areas are laid in an interesting pattern with alternating shrubs and tufting plants. Granitic sand paths are located at strategic locations to allow pedestrian permeability and flow within larger garden bed areas. Garden beds have slotted kerbs where appropriate to allow run-off water to percolate through and maximise water infiltration.

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Any discrepancies shall be referred to the Superintendent for a written decision prior to ordering supply/installation commencing.

LEGEND

- Proposed Trees in Carpark (in diamond tree pit garden bed and kerbs)
- Proposed Trees in Carpark (in mulched garden bed)
- Proposed Deciduous Street and Entry Trees
- Proposed Small Shrubs/Grasses (in mulched garden beds)
- Groundcover and Tufting Planting (in mulched garden beds)
- Grassed Area (synthetic turf in areas of future development sites and council nature strip)
- Granitic Sand Area (100mm depth nom)
- Timber Edging

MASTERS CORIO- PLANT SCHEDULE

BOTANICAL NAME	COMMON NAME	SIZE HxW
TREES		
Allocasuarina verticillata	Drooping Sheoak	6m x 4m
Angophora costata	Smooth Barked Apple Myrtle	20m x 7m
Eucalyptus ovata	Swamp Gum	25m x 15m
Eucalyptus camaldulensis	River Red Gum	30m x 20m
Eucalyptus melliodora	Yellow Box	15-25m x 10-25m
Eucalyptus leucoxylon connata	Yellow Gum	10-20m x 5-15m
Eucalyptus polyanthemos	Red box	7-20m x 5-15m
Pyrus calleryana 'Aristocrat'	Aristocrat Callery Pear	11m x 7m
Pyrus calleryana 'Capital'	Callery Pear	10m x 4m
Waterhousia floribunda	Weeping Lillypily	15m x 10m
SHRUBS		
Acacia paradoxa	Hedge Wattle	3-4m x 2-5m
Banksia marginata	Silver Banksia	3-5m x 1-3m
Correa reflexa	Common Correa	1.2m x 1.2m
Lomandra longifolia	Spiny-Headed Mat-Rush	1m x 1m
Dianella tasmanica	Tasman Flax Lily	0.8m x 0.8m
Westringia fruticosa	Coastal Rosemary	1m x 1m
GROUNDCOVERS		
Austrodanthonia caespitosa	Common Wallaby Grass	0.75m x 0.75m
Juncus flavidus	Yellow Rush	0.5-1m x 0.5-1m
Myoporum parvifolium	Creeping Boobialla	spreading
Patersonia occidentalis	Native Iris	0.5m x 0.5m
Wahlenbergia communis	Tufted Bluebell	0.5m x 0.5m

*The planting pallete refers to the "Indigenous plants of Geelong Region - Zone 13" from the City of Greater Geelong Environment Unit and this DOC.

REV	ISSUE			
B	Town Planning Issue	AP	TD	19/09/17
A	Town Planning Issue	AL	SP	06/09/17
-	Town Planning Issue	AL	SP	29/08/17

NOT FOR CONSTRUCTION

PROJECT
MASTERS DEVELOPMENT
ADDRESS
Corio, Vic

CLIENT
Woolworths Pty. Ltd.

SCALE
1:250 @ A0

DRAWING TITLE
Landscape Concept Plan

PROJECT NO.	DRAWING NO.	REVISION
MD3224	LA-001	B

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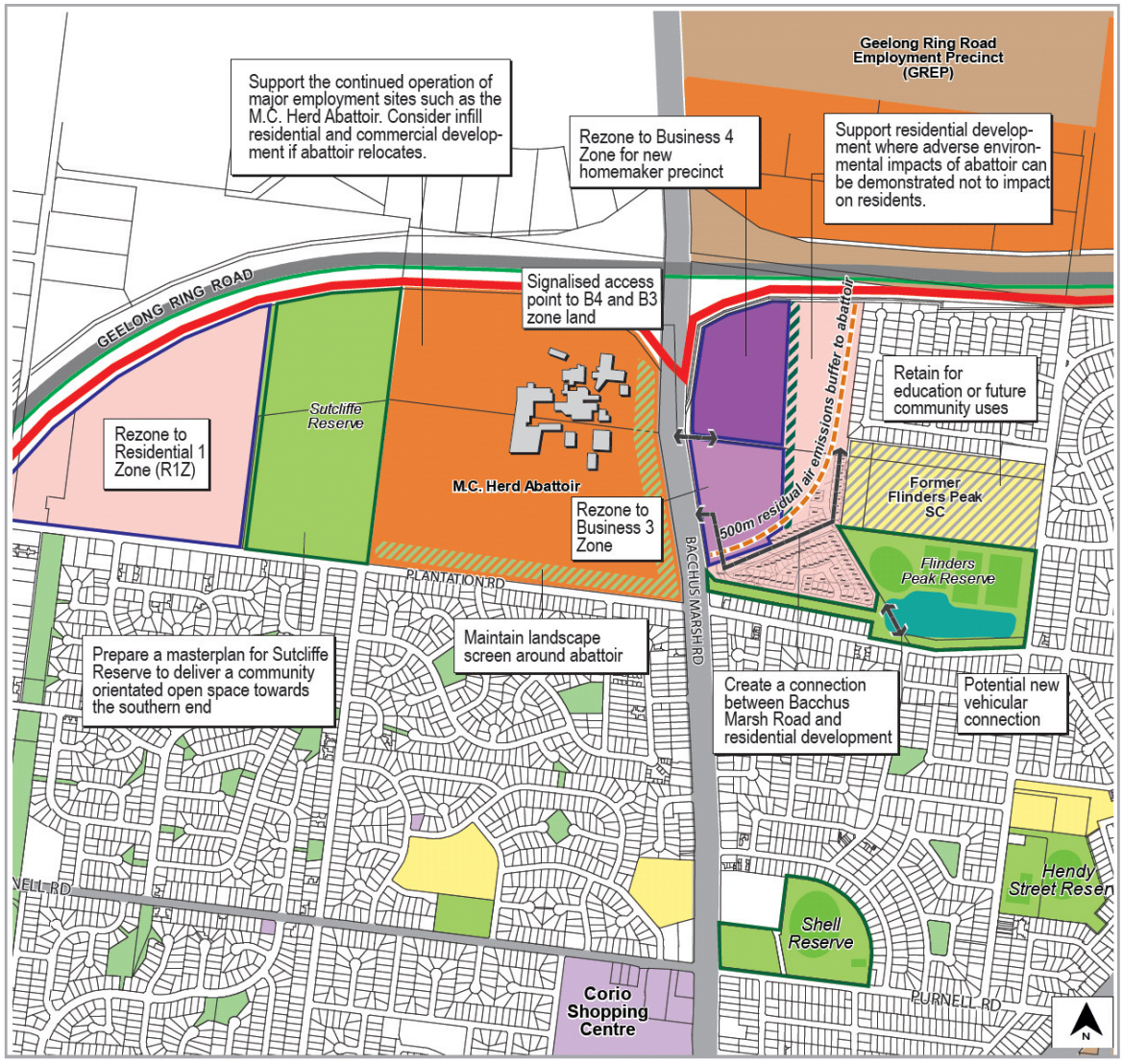
Australia, Asia, Middle East

Appendix 5 – Concept Plan from Corio Norlane Structure Plan



City of Greater Geelong Final Version - July 2012

LEGEND

- Study Area boundary
- Major road network
- Public open space
- Major employment sites
- Residential zoned land
- Redundant school sites
- Geelong Ring Road shared path network

PROPOSED ACTIONS

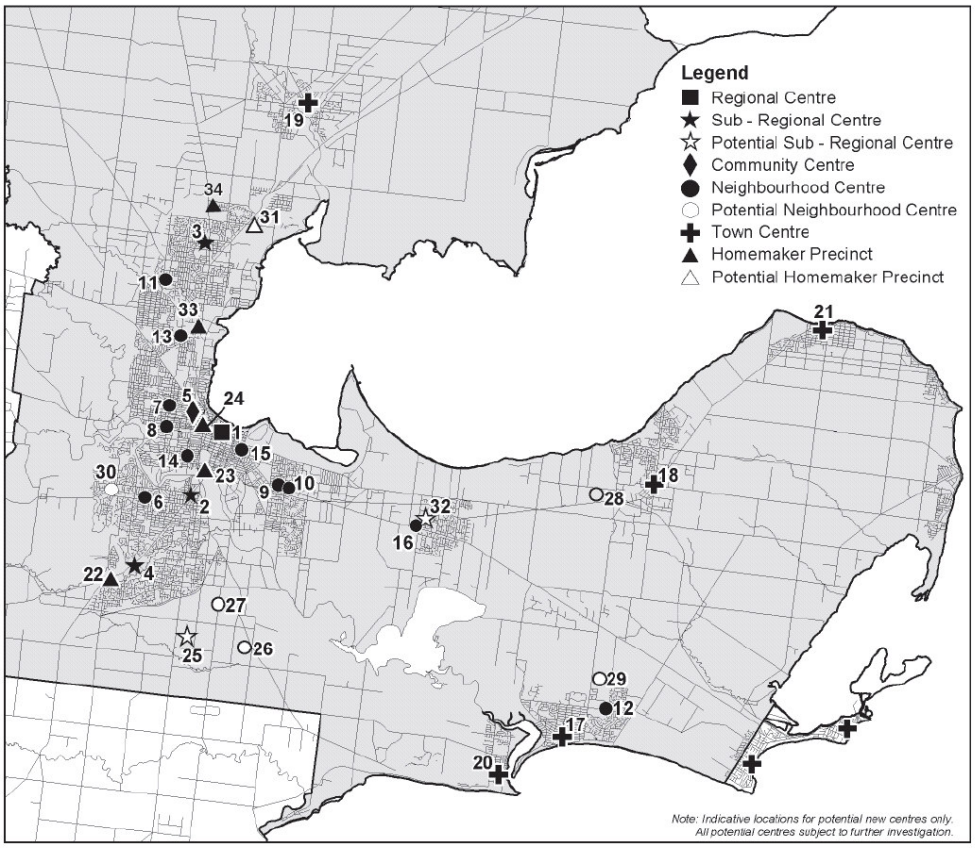
- Land to be rezoned
- Implement masterplans for active open space
- Create new road connections
- New restricted retail/ homemaker precinct
- New business park precinct
- Ensure appropriate interface between commercial and residential

ABATTOIR AND SURROUNDS CONCEPT PLAN
CORIO NORLANE STRUCTURE PLAN

Appendix 6 – Proposed new Clause 21.07 Retail Activity Centre Hierarchy (new Homemaker Precinct is no. 34)

21.07-8 City of Greater Geelong Retail Activity Centre Hierarchy

– –



CITY OF GREATER GEELONG RETAIL ACTIVITY CENTRE HIERARCHY		
LEVEL IN HIERARCHY	**IDENTIFIED CENTRES**	**INDICATIVE FLOORSPACE AND EXAMPLE KEY TENANTS**
Regional Centre	Central Geelong (1)	More than 100,000 sqm Department store, discount store(s), mini major(s), supermarkets(s) and extensive range of specialties
Sub-regional Centres	Belmont (2), Corio Village (3), Waurn Ponds (4)	15,000 sqm to 35,000 sqm Discount department store(s), mini major(s) supermarket(s) and specialties
Community Centre	Pakington Street (Geelong West) (5)	10,000 sqm to 25,000sqm Supermarket(s), mini major(s) and specialties
Neighbourhood Centres	Highton (6), Shannon Avenue (Geelong West) (7), Shannon Avenue (Newtown) (8), Bellarine Village (9), Newcomb Central (10), Bell Post (11), Ocean Grove marketplace (12), Separation Street (13), Pakington Street (Newtown) (14), Geelong East (15) Leopold (16)	2,500 sqm to 25,000 sqm Supermarket (small or full line), primarily convenience oriented specialties
Town Centres	Ocean Grove (Town Centre) (17), Drysdale (18), Lara (19), Barwon Heads (20), Portarlington (21)	1,500 sqm to 15,000 sqm Supermarket, mini major(s), specialties
Homemaker Precincts	Waurn Ponds (22), Moorabool/Fyans (23), Geelong West (24), North Geelong (33), Corio (34)	5,000 sqm to 50,000 sqm Large restricted retail type tenants
Potential Subregional Centres	Armstrong Creek (25), Leopold (32)	
Potential Neighbourhood Centres	Armstrong Creek East (26), Armstrong Creek Horseshoe Bend Rd (27), Jetty Road Growth Area (28), Ocean Grove north east growth corridor (29), Wandana Heights (30)	
Potential Homemaker Precincts	Corio (31)	

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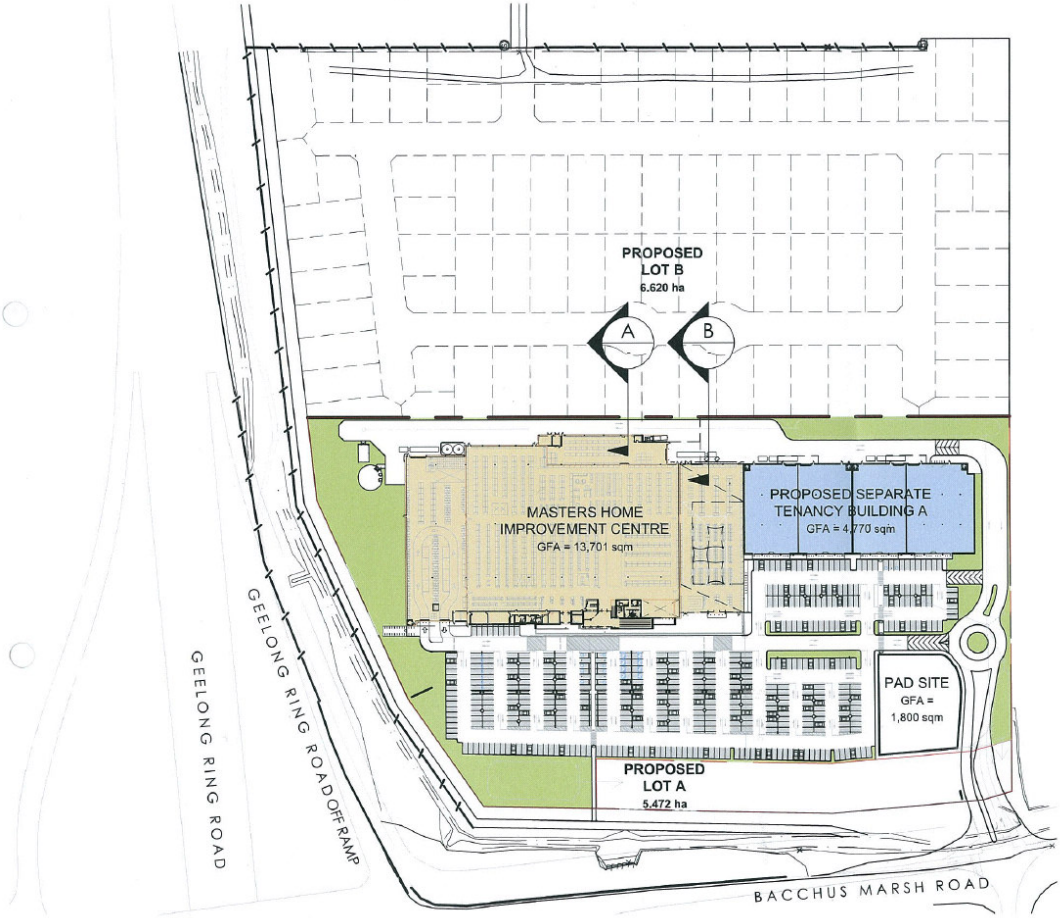

PROPOSED DEVELOPMENT SITE
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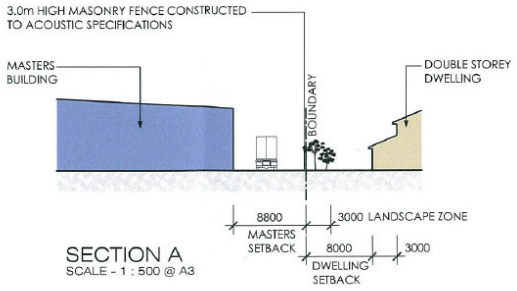
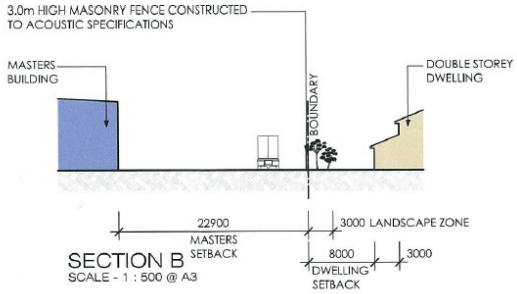


SECTION A
SCALE - 1 : 500 @ A3



SECTION B
SCALE - 1 : 500 @ A3

DRAFT

Masters Home Improvement Centre
Bacchus Marsh Road, Corio, VIC

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JOB NO: 3316
DATE: JULY 2012
SCALE: varies
DRAWN:ASH

SK-01

LEFFLER SIMES ARCHITECTS

Appendix 7 – Possible treatment of interface with future residential lots

Cr Richards declared an Indirect Interest by a Conflicting Duty in Agenda Item 9, Amendment C264 Apco Service Station, 58-66 Portarlington Road, Newcomb in that the applicant is a potential sponsor and Cr Richards is President of the Geelong Harness Racing Club and left the meeting room prior to discussion at 9.41pm

Crs Abley and Harwood re-entered the meeting room at 9.42pm

9. AMENDMENT C264 & PLANNING PERMIT 240/2012 APCO SERVICE STATION - 58 – 66 PORTARLINGTON RD, NEWCOMB

Portfolio: **Planning – Cr Macdonald**
Source: **City Development – Strategic Implementation**
General Manager: **Peter Bettess**
Index Reference: **Application: C264 Rezoning and Planning Permit 240/2012 58 – 66 Portarlington Rd Newcomb**

Summary

- The purpose of this report is to seek Council support for a combined planning scheme amendment and planning permit for land at 58 – 66 Portarlington Rd, Newcomb.
- The planning scheme amendment will:
  - Re-zone land from Residential 1 Zone (R1Z) to Mixed Use Zone (MUZ), and
  - Apply a cap of 500 square metres to the use of 'Shop' on this land in the schedule to the MUZ.
- The planning permit will allow the construction of a new service station, with associated café, drive-thru coffee facilities and shop, in accordance with endorsed plans.
- 58 and 60 Portarlington Rd are each currently occupied by a single dwelling.
- 62 – 66 Portarlington Rd is currently occupied by an APCO petrol station.
- The site is located on the south side of Portarlington Rd, between Brayshay Rd to the west and Wilsons Rd to the east.
- The surrounding properties in Brayshay Rd and Wilsons Rd to the west, south and east of the subject site are developed and used for residential purposes, consistent with the zoning of the land.
- The application was accompanied by an Explanatory Report and plans for the proposed redevelopment of the site.
- The proposed rezoning does not conflict with relevant State or Council planning policy.
- The Report recommends that Council support the exhibition of the proposed planning scheme amendment and planning permit.

Cr Macdonald moved, Cr Granger seconded -

That Council resolve to:

1) support Amendment C264 to the Greater Geelong Planning Scheme and Planning Permit 240/2012; and

2) request that the Minister for Planning authorise the preparation and exhibition of Amendment C264 and Planning Permit 240/2012.

Carried.

9. AMENDMENT C264 & PLANNING PERMIT 240/2012 APCO SERVICE STATION - 58 – 66 PORTARLINGTON RD, NEWCOMB (CONT'D)

Report

Background

This application seeks a combined planning permit and rezoning pursuant to Section 96A of the Planning & Environment Act as follows:

- The rezoning of land situated at 58 – 66 Portarlington Rd, Newcomb from Residential 1 to Mixed Use zone and the application of a maximum floor area of 500 m2 for the use of shop on the subject land; and
- A planning permit for the use of part of the land being rezoned at 58 – 66 Portarlington Rd Newcomb, for a service station with associated café, drive – through coffee facilities and associated shop.

The area subject to the rezoning application and its surrounds are shown on Appendix 9-1.

Appendix 9-2 shows the current zoning of the land.

The application has been submitted by Roy Costa & Associates, Planning Consultants, on behalf of RW & MM Anderson Nominees Pty Ltd, the owners of all the property.

Discussion

The subject land is situated at 58 – 66 Portarlington Rd Newcomb. The land is located on the south side of Portarlington Rd, between Brayshay Rd to the east and Wilsons Rd to the west.

The adjoining properties to the south and the properties on the opposite sides of Brayshay and Wilsons Roads are located in the Residential 1 zone.

The land at 62-66 Portarlington Rd is comprised of a long established petrol station. The properties at 58 – 60 Portarlington Rd are each occupied by a single dwelling.

All of the land affected by this amendment together with adjoining properties in Brayshay Rd and Wilsons Rd, have been designated as flood prone under the Building Act and are subject to Amendment C265, which proposes to apply the Special Building Overlay (SBO) to the land.

<u>Proposed Use and Development</u>

The permit application, which proposes the construction of a new service station, would require the demolition of the existing service station that has been located at this site for in excess of 15 years. The application also seeks to expand the site to include Nos. 58 and 60 Portarlington Road, each of which until recently contained a dwelling.

A single-storey building is proposed to the west of the site (on the land at Nos. 58 and 60 Portarlington Road), with a canopy extending eastwards to cover the bowsers. In addition to the petrol station, the application seeks a permit for an ancillary shop and café, and a drive-thru coffee shop.

The existing land is currently zoned Residential 1, as is the land at Nos. 58 and 60 Portarlington Road. A service station is a section 2 use (permit required) in the Residential 1 Zone provided the site does not exceed 3000 square metres in area. The current proposal would result in the overall site exceeding the 3000 square metres specified in the Residential 1 zone and, as such, could not be carried out unless the site is rezoned.

9. AMENDMENT C264 & PLANNING PERMIT 240/2012 APCO SERVICE STATION - 58 – 66 PORTARLINGTON RD, NEWCOMB (CONT'D)

The proposed rezoning of the land to Mixed Use would facilitate a planning permit being issued to provide for the expansion and development of the site. It is proposed to specify a limit of 500 square metres on the floor area of the site that can be used as a shop in the Schedule to the Mixed Use zone.

Permit Triggers

A planning permit is required for the development and use of the site, and for the associated signage and alteration of an access.

Whilst part of the site has been used as a service station, 'service station' use is not nested in the Planing Scheme. As such, in addition to a permit being required for the development of the land (including the redevelopment of the original service station site), a permit is required to use the land at 58 and 60 Portarlington Road for the purposes proposed.

A permit would also be required for signage; the submitted plans currently only provide detail of the APCO signage.

In terms of access, whilst the existing crossovers to Portarlington Road (Road Zone, Category 1) would be used, the western access would need to be upgraded. The proposed alteration of the access requires a planning permit

Assessment of Permit Application

Subject to the proposed rezoning of the land being considered acceptable, the key considerations in this case relate to the traffic and access implications of the proposal, the potential impact on the character and amenities of the area, and the appropriateness of the uses proposed.

The application has been referred externally to VicRoads and the EPA, and internally to the Council's Traffic, Engineering Services and Environmental Health Units. At the time of drafting this report, comments had been received from VicRoads and Engineering Services. No objections were raised to the proposed use and development subject to conditions being imposed on any permit issued. These conditions will be included in the draft permit.

The other referral responses are still awaited.

Whilst the proposal would increase the facilities available at the site, it is considered that this would be consistent with current community expectations relating to service provision at petrol stations. Given the referral responses from VicRoads and Engineering Services, it is considered that the traffic and access implications of the proposal should be acceptable (subject to no material objections being raised by Council's Traffic Unit). It is considered that any potential amenity impacts could be addressed through requirements for landscaping and acoustic fencing, if considered appropriate by the Council's Environmental Health Unit. Any potential contamination/remediation issues should be covered by the EPA although, given the fact that the service station use would continue at the site, it is not anticipated that significant issues should arise.

It is considered that the proposal would expand an existing use and should not materially increase the impact on adjoining properties or the road network, subject to appropriate conditions being imposed on any permit.

Appendix 9-3 is a site plan showing the lay-out of the proposed redevelopment of the site.

Appendix 9-4 shows the proposed floor plan of the shop, while Appendix 9-5 shows the elevations of the proposed redevelopment.

9. AMENDMENT C264 & PLANNING PERMIT 240/2012 APCO SERVICE STATION - 58 – 66 PORTARLINGTON RD, NEWCOMB (CONT'D)

Strategic Assessment

The applicant's consultant has undertaken an assessment of the State and Council planning policies, below, which are applicable to the consideration of this application and which has the support of Council officers.

State Planning Policy Framework

The Amendment is supportive of the following State Planning Policies:

15.01-1 Urban design

This policy seeks for redevelopment to contribute to improving safety and choice; which is what this amendment will achieve by enabling the redevelopment of the existing Petrol Filling Station and improve vehicle movement on the site.

15.01-4 Design for safety

This policy seeks to improve community safety; which this amendment will achieve by redesigning the existing Petrol Filling Station to contribute to providing a more friendly design and safety for users.

17.01-1 Business

This amendment supports this policy by providing a more friendly design to meet the surrounding community needs and benefit in relation to accessibility.

Local Planning Policy Framework

The amendment also supports the following aspect of the Local Planning Policy Framework.

The amendment supports the vision at Clause 21.07 Economic Development by supporting the ongoing future development of existing facilities that service the needs of a particular area.

Environmental Implications

No adverse environmental implications have been identified as a result of the re-zoning and redevelopment of the subject land. The proposed re-development will enable the use of landscaping on the site boundary to improve the interface with adjoining Residential 1 properties.

Financial Implications

No adverse financial implications have been identified as arising from the re-zoning and redevelopment of the subject land.

Policy/Legal/Statutory Implications

The rezoning and redevelopment of the land will not have any legal, statutory or policy implications for Council.

9. AMENDMENT C264 & PLANNING PERMIT 240/2012 APCO SERVICE STATION - 58 – 66 PORTARLINGTON RD, NEWCOMB (CONT'D)

Officer Direct or Indirect Interest

No officers involved in the preparation of this report have a direct or indirect interest in matters to which this report relates.

Risk Assessment

Neither the Amendment nor the planning permit is expected to result in the creation of risk to Council or the community.

Social Considerations

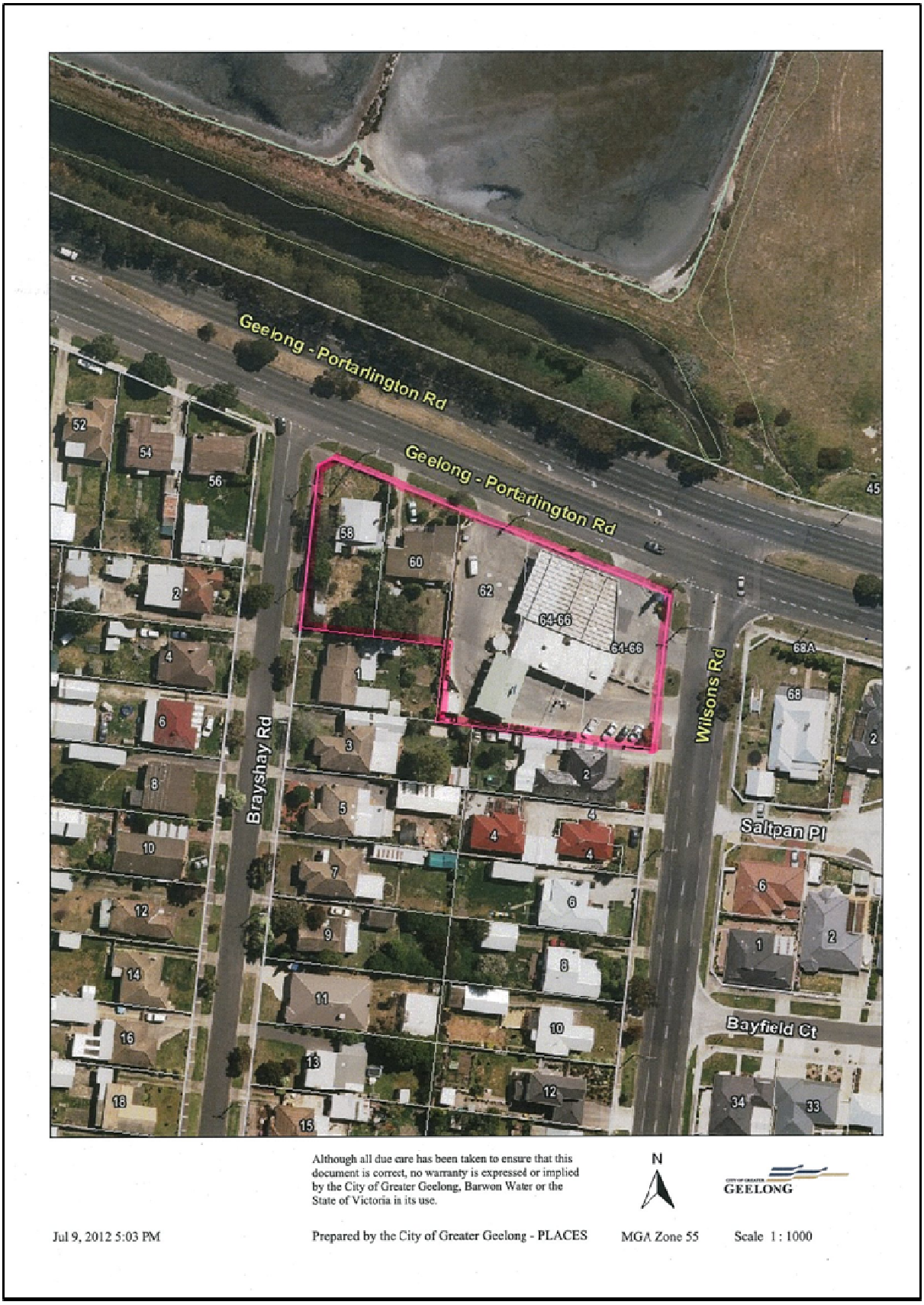
The re-zoning and redevelopment will enable the petrol station to continue to meet the needs of motorists in a manner consistent with current community expectations.

Communication

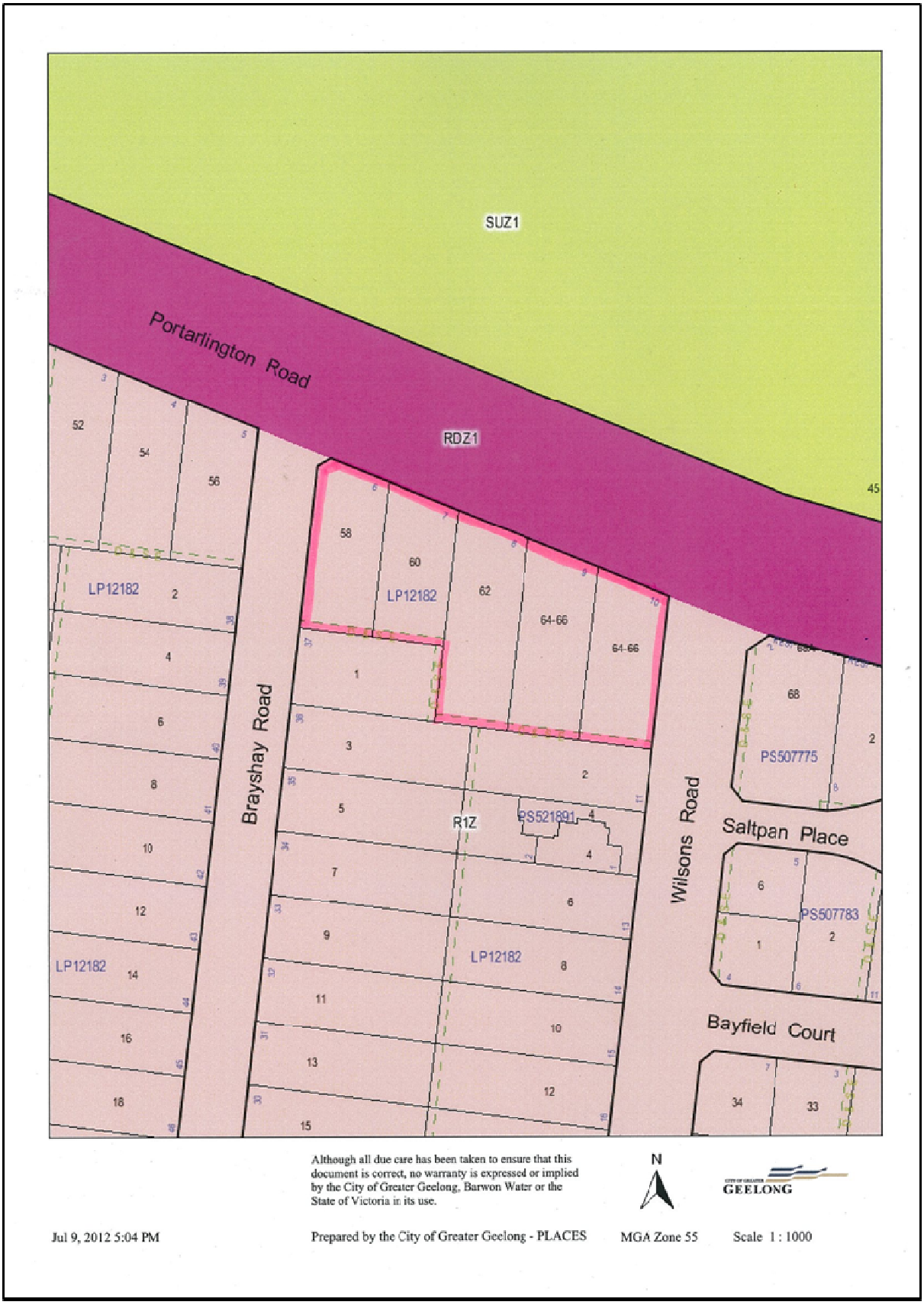
As part of the Amendment exhibition process adjoining owners and occupiers will be notified and will have the opportunity to make submissions and to appear before an independent planning panel.

Subject land and surround

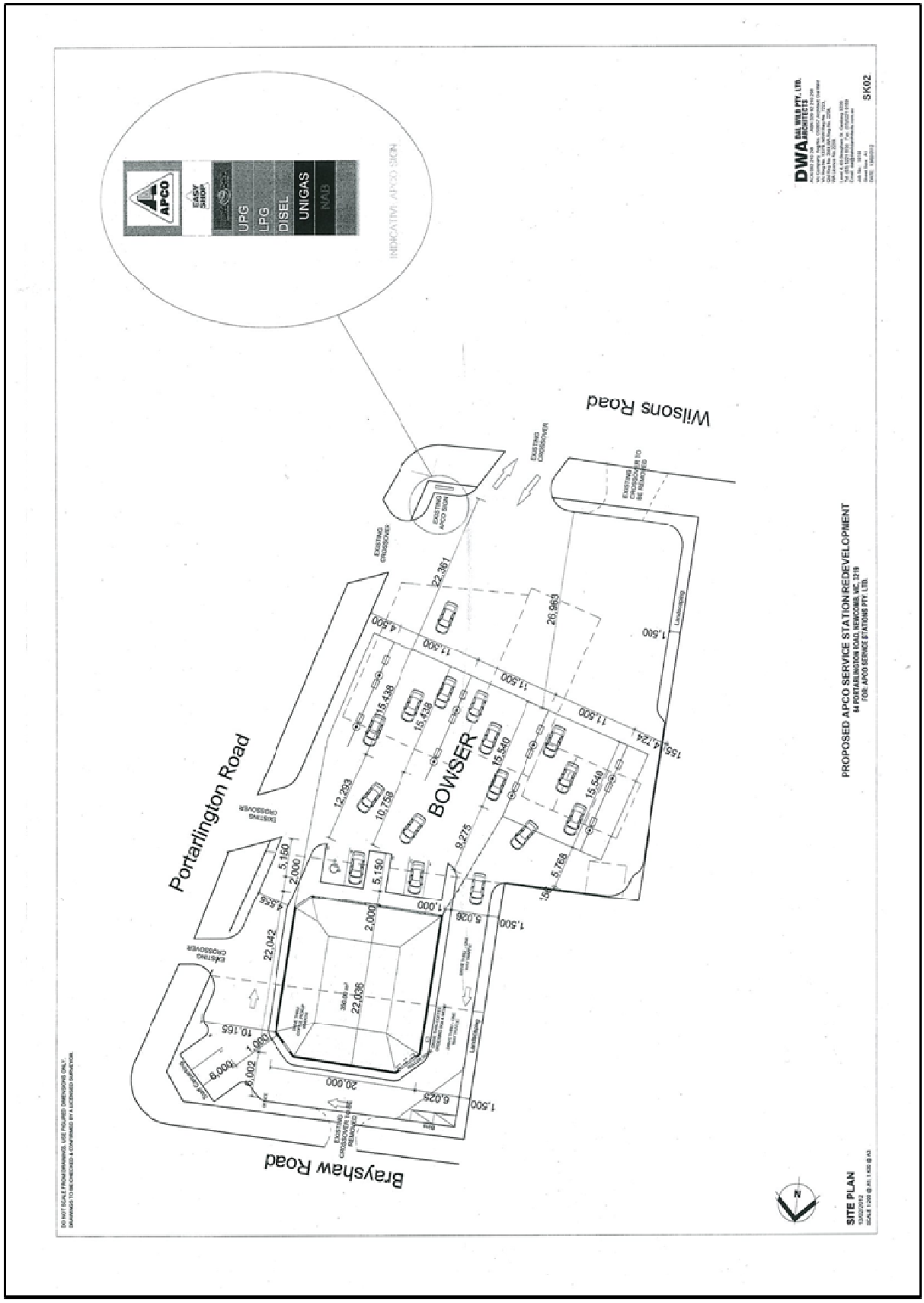
Appendix 9-1



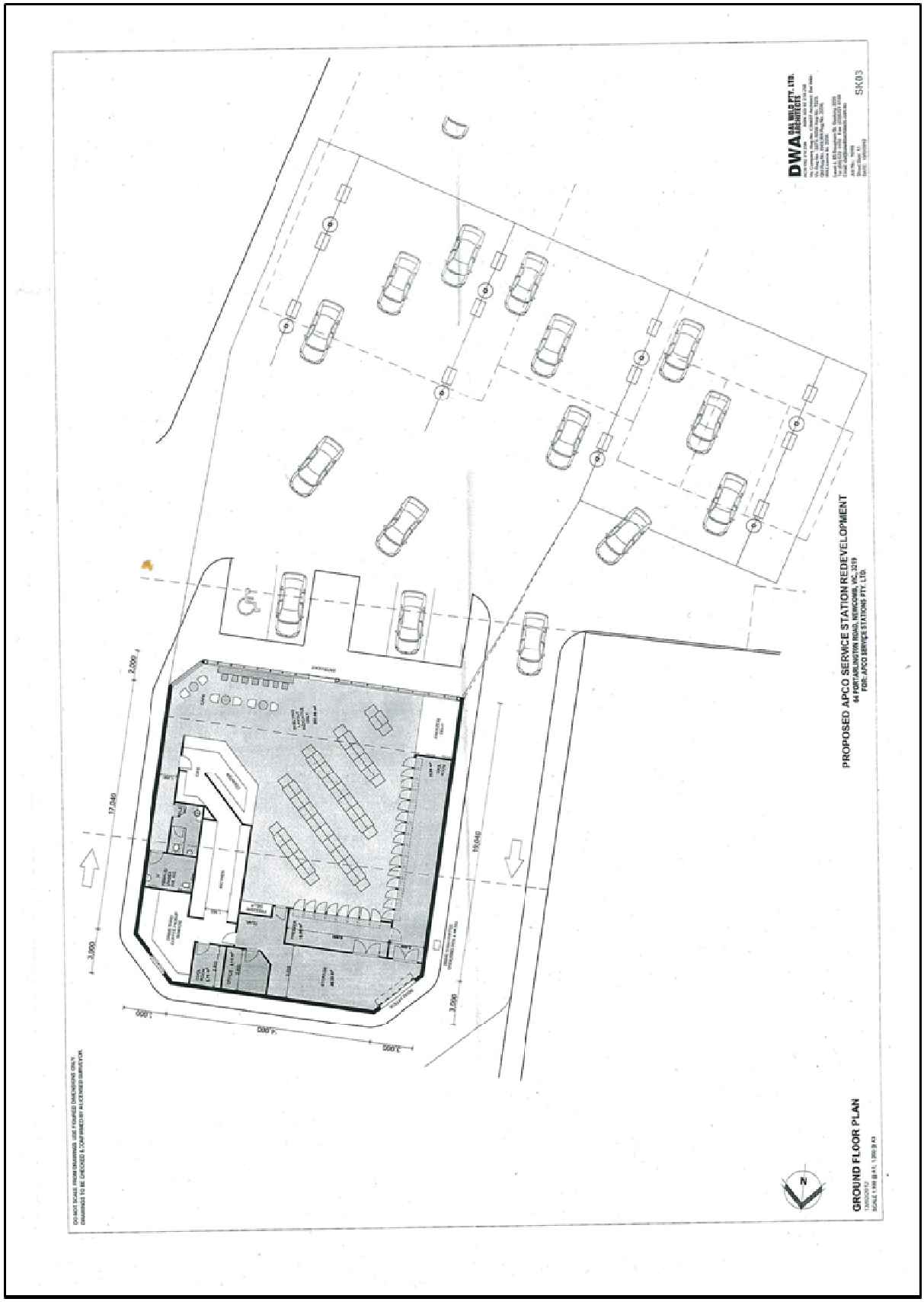
Current zoning **Appendix 9-2**



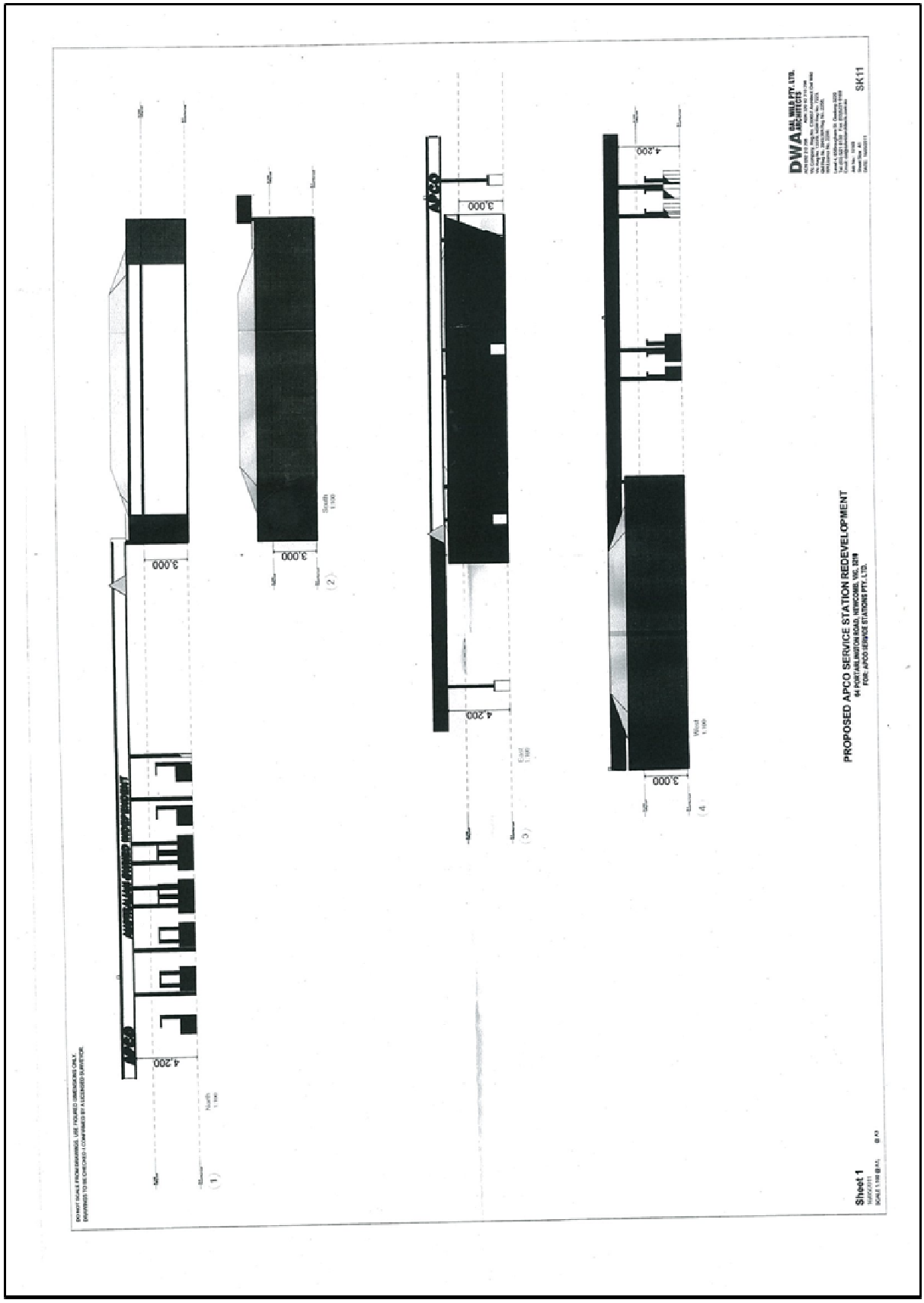
Proposed Site Plan **Appendix 9-3**



Proposed Floor Plan **Appendix 9-4**



Proposed Elevations **Appendix 9-5**



Cr Richards re-entered the meeting room at 9.43pm

10. REVIEW OF COUNCIL POLICY – CHILDREN'S SERVICES

Portfolio: **Community Development – Cr Fisher**
Democracy and Governance – Cr Mitchell
Source: **Community Services / Family Services**
General Manager: **Jenny McMahon**
Index Reference: **Subject: Policies & Procedures / Document Development**

Summary

- Policies are developed to provide guidance for the various services and functions provided by Council.
- The following policy has been updated to include changes to State and Federal legislation related policies.
    - Children's Services
- Approved Council policies are made available to the public through Council's internet site.

Cr Fisher moved, Cr Granger seconded -

That Council endorses the Children's Services Policy.

Carried.

Report

Background

Council policies are developed to clearly articulate Council's intent and preferred method of operation.

Policies are reviewed regularly to ensure that they remain relevant with current government legislation and policy.

Discussion

The recommended changes to the Children's Services Policy do not change the intent of the previous policy:

1. Updating the "Purpose" and "References" to reflect new and changed government legislation and policies.
2. Amended definition.
3. Updating language and rewording to "Council Policy" section. In particular, sub-sections related to "Facility Development and Management" and "Costing and Pricing".

A further review of this policy will be undertaken in 2013. The Municipal Early Years Plan (MEYP) is currently under review for updating. The final MEYP may impact on this policy and therefore further changes may be needed to the policy once it is adopted.

10. REVIEW OF COUNCIL POLICY – CHILDREN'S SERVICES (CONT'D)

Environmental Implications

There are no environmental considerations in the review of this policy.

Financial Implications

The policy provides Council with direction for the effective management and control of its resources, however there is no impact on budget.

Policy/Legal/Statutory Implications

The policy has been developed with reference to relevant legislation and will enable Council to more effectively meet compliance requirements.

Officer Direct or Indirect Interest

No officer had a direct or indirect interest in the development of this report.

Risk Assessment

Clearly articulated policies provide Council with a consistent and publicly declared attitude to specific topics. This will assist in reducing the risk and negative consequences to Council that may occur through inconsistent decision making, actions or practices.

Social Considerations

Social considerations have been taken into account in the development of Council policies.

Communication

The adopted policy will be available on Council's internet site.

COUNCIL POLICY

Children's Services	Document No:	CPL315.1
	Approval Date:	
	Approved By:	Council
	Review Date:	July 2013
Responsible Officer: **General Manager Community Services**	Version No	02
Authorising Officer:		**Chief Executive Officer**

1. PURPOSE

This policy articulates Council's approach to the enhancement of community well being through the provision of Children's Services. This policy also fulfils Council's responsibility in relation to compliance with Competitive Neutrality and Competition and Consumer Act 2010 requirements in relation to the provision of long day care.

2. SCOPE

This policy applies to all Council Officers involved in the planning, management and delivery of children's services.

3. REFERENCES

- Municipal Early Years Plan
- Equal Opportunity Act 2010
- Human Rights Charter
- UN Convention of the Rights of the Child
- Building Code of Australia 2010
- Education and Care Services National Law Act 2010
- Children's Services Regulations (Victorian) 2009
- Education and Care Services National Regulations and Standards October 2011
- Local Government Act 1989 – Victorian State Legislation
- Local Government Regulations 1990 – Victorian State Regulations
- Competitive Neutrality Policy Victoria 2000
- Child Wellbeing and Safety Act 2005
- Competition and Consumer Act 2010.
- Commonwealth Government strategy – "Stronger Families and Community"
- Australian Children's Education and Care Quality Authority
- Community Childcare Association – "Community ownership quality rating system"

- Children, Youth and Families Act 2005
- Funding and Service Agreements

4. DEFINITIONS

- Early Years Services – Services and activities provided for children aged 0-8 years and their families and carers.
- Integrated Children's Centre – A facility designed to enable a number of service organisations to deliver services in an efficient and coordinated manner.

  Enhanced Early Learning Centre – A kindergarten program provided in conjunction with a range of ancillary services excluding the provision of long day care.
- Fully distributed costs – A cost methodology, which ensures that the direct, indirect and competitively neutral costs of producing goods and services are factored into the cost base less any disadvantage of local government ownership of the business.

5. COUNCIL POLICY

The City of Greater Geelong aims to provide all children living in the municipality with the best possible start in life.

The Council promotes active participation of all children in community activities, and supports equitable access to opportunities, resources, and services that foster positive health, wellbeing, early childhood development and education.

The Council recognises the importance of its role as facilitator and planner of early childhood services for children and families and the provider of high quality and accessible early childhood services which are responsive to community needs.

Council supports the provision of a mixed economy of children's services including those directly managed by Council alongside those provided by other levels of government, community, and commercially based organisations. Diversity of service provision provides families with optimal choice and options that can better respond to the individual needs and preferences of children and families, along with other potential benefits that can be derived from local market competition.

Part 1: Guiding Principles:

Council's principles for the development of Early Childhood Services and associated facilities are:

Provision of a Range of Early Childhood Services

A comprehensive range of services will be provided for children and families by Council and/or in association with other appropriate providers. The range of services will respond to the diverse needs of children, families and communities.

Services may include: long day care, outside school hours care, vacation care, occasional care, family day care, inclusion support services, maternal and child health services, immunisation, kindergartens, playgroups, toy libraries, playgrounds, parent education, information and referral services, along with other community amenities.

- The particular needs of children and families with additional needs, including families from Culturally and Linguistically Diverse (CALD) backgrounds, indigenous families, low income earners, single parents and children and families with disabilities are to be specifically recognised and addressed in the provision of local services.

- Council will continually seek to improve early childhood and family services through relevant funding opportunities and via direct Council budget allocations in accordance with identified priorities.

- The various services provided by Council are designed to complement and strengthen the important role of parents, families, carers, and communities as the principal focus of children's well-being and development.

- Council will facilitate the development of effective networks and linkages between local early childhood and family support services to improve the coordination and integration of services, build collaborative partnerships, and strengthen the positive outcomes for children, families and communities.

Quality of Services:

- Council supports the provision of high quality children's services operated by suitably skilled and qualified staff responsible for providing a nurturing and stimulating environment for children. The social, emotional, physical and cognitive development of individual children will be supported.

- In order to ensure provision of quality services, Council acknowledges the need for appropriate funding and resources, along with the development and maintenance of consistent and responsible standards, defined and enforced through regulation and independent assessment.

- Council services will be characterised by a strong commitment to continuous quality improvement and as leaders in best practice standards.

Service Efficiency:

- Investment in support for children and families represents an important contribution to the social and economic wellbeing of the community.

- The cost of services will be continuously measured and reported in accordance with normal Council practices to ensure value for money and quality outcomes are achieved for ratepayers and funding bodies.

- Council acknowledges that early years services need to be affordable and flexible and will continue to advocate for improved government funding and subsidies as the diverse needs of families change over time.

- Council will support families and children by providing access to facilities and grants for community groups which deliver activities that directly benefit children, families, and local communities.

Service Development and Management:

- Council will continuously monitor community needs through consultation with children, parents and the general community, to ensure adequate provision of early years and associated family services.
- Services will be planned and developed in consultation with all stakeholders and in consideration of demonstrated community need, demographic trends, government policy and available funding.
- Collaborative partnerships and networks that encourage service coordination and integration will be developed and supported.
- Council encourages the development of community based early childhood and associated family services and will provide support to these organisations in accordance with budget allocations and identified priorities.

Facility Development and Management

- Council will provide and maintain a comprehensive range of early childhood services and facilities to meet the needs of children and families.
- To ensure child and family support services and facilities are provided where necessary, appropriate planning mechanisms will be implemented to effectively integrate social, economic and physical planning and design priorities.
- Where possible, and if needed, children and family services will be located in integrated facilities that are able to address broad community needs. Particular attention will be given to the progressive movement toward the development of fully integrated children and family centres that include delivery of maternal and child health services, kindergarten, occasional care, long day care and a range of other early childhood services.
- Where possible, children's service facilities will be located in close proximity to other complementary community services to encourage connectivity between services such as schools, neighbourhood centres, libraries, and other community services.

Part 2: Specific Council Policy in Relation to Centre Based Long Day Care

Council recognises that the provision and management of Centre Based Long Day Care plays an important role in fostering and promoting development of children's education, health and well being, while also supporting their families.

Access and Equity:

Through Council's provision of long day care services, Council contributes to the promotion of health, well being, children's education and development and support of families by:

- Recognising the economic, social and geographic disadvantage of some children and families.
- Customising long day care services to meet the diverse needs of families, in particular recognition given to vulnerable families, children with disabilities and those children from homes where English is a second language.

Costing and Pricing:

- Council's approach to the pricing of long day care services will take into account the requirements of the Competitive Neutrality Policy Victoria - January 2002 guidelines, in relation to the subsidisation of the full cost of operating long day care services and will reference Council's commitment to access and equity.

The following principles will apply:

- Council will endeavour to provide and maintain a market share of long day care provision across the municipality at 20 per cent of the total service provision.
- Fully distributed costs methodology will be used to calculate the full cost of the service and will be based on 100 per cent utilisation of operational places.
- Council acknowledges that due to fluctuations in utilisation there will be a resource allocation (subsidy) required for the service to be maintained
- Council recognises that services supporting high numbers of vulnerable families will require additional resource allocation to ensure that the service provided adequately supports the complex needs of children and their families.
- Services will be routinely evaluated against quality and utilisation indicators to ensure appropriate and viable services are maintained.
- Council will continually work to ensure efficient and cost effective service provision is retained in the public interest.
- Council will review the pricing associated with the provision of Centre Based Long Day Care during the annual budget process.
- Council recognises that it has a leadership role within the community and early childhood industry to promote the welfare and education of children and to provide high quality services that are accessible and equitable to all eligible residents, including people encountering economic and social disadvantage.

6. QUALITY RECORDS

Quality Records shall be retained for at least the period shown below.

Record	Retention/Disposal Responsibility	Retention Period	Location

7. ATTACHMENTS

- (Click here to commence typing or paste)

11. SALE OF PROPERTIES CONSIDERATION OF SUBMISSION

Portfolio: **Finance - Cr Harwood**
Source: **Corporate Services - Property Management**
General Manager: **Jeff Wall**
Index Reference: **Subject: Land sales**

Summary

- This report considers a submission received relating to the sale of Council land in Peacock Avenue Norlane West, Bellbird Avenue Norlane, and Dudley Parade and Hopetoun Street St Leonards.
- The proposed land sales were advertised in both Geelong Independent and Advertiser in March 2012 and one submission was received.
- The submission from Mr John Wilson objecting to the land sales covered a wide range of issues which are summarised in the body of this report.
- The Submissions Hearing Panel met on 3 July 2012 and heard the submission.
- The Panel recommends that the Council proceed to sell the land subject to the appropriate conditions, and that the submitter be notified of the Council's decision.

Cr Harwood moved, Cr Granger seconded -

That Council in relation to the proposed sale of land situated at 39 Peacock Avenue Norlane, 14 Bellbird Avenue Norlane, and 31 Dudley Parade and 1 Hopetoun Street St Leonards, ("the Land") having given public notice of its intention to sell the Land and having heard and considered all submissions received, resolves that:

1) **the Land be sold at prices being no less than the certified valuations obtained and on other appropriate terms and conditions;**
2) **the General Manager – Corporate Services be authorised execute the Contracts of Sale;**
3) **the Transfers of Land be signed and sealed; and**
4) **all persons making a submission be informed of the Council's decision, the reasons for the decision being contained in the report.**

Cr Doull left the meeting room at 9.51pm
Cr Doull re-entered the meeting room at 9.52pm

Carried.

Report

Background

The report refers to the following proposed land sales:

1. Sale of 5,206m2 of land at 39 Peacock Avenue, Norlane West to the Department of Education and Early Childhood Development (DEECD). This sale forms part of a land exchange with Council purchasing a similar sized parcel from DEECD in Gerbera Avenue, Norlane for a family services hub.
2. Sale of 14 Bellbird Avenue, Norlane.

11. SALE OF PROPERTIES CONSIDERATION OF SUBMISSION (CONT'D)

3. Sale of 31 Dudley Street and 1 Hopetoun Street, St Leonards as resolved by Council on 28 February 2012.

Council approved the sale of the above land parcels ("the land") at its meeting on 28 February 2012.

On the 9 and 10 March 2012 notice of intention to sell the land was given in the Geelong Independent and Advertiser under s189 of the Local Government Act, inviting submissions.

Discussion

One submission was received from Mr John Wilson the main points of which are summarised below. It is noted that Mr Wilson's written submissions are extensive and varied.

The Submissions Hearing Panel met on Tuesday 3 July 2012 to hear and consider the submission. The Panel consisted of Crs Harwood (Chairperson), Fisher and Abley.

The Panel recommends that the sale of the land proceeds and provides the following responses to the main points raised by Mr John Wilson in his submission.

1. **Legal Submissions including:**
   - **Council has no standing under the Commonwealth Constitution.**
   - **Consistency of other laws with the Commonwealth Constitution.**
   - **Council has no authority to sell public assets including Crown land.**
   - **The consequences of action being taken in higher courts of actions the community considers unlawful.**

   The submission statement that local government authorities do not have any standing under the Commonwealth Constitution and is not relevant to this matter. They are properly created under the State Constitution and the Local Government Act 1989 ("the Act") gives Councils the power to sell land.

   The State is enabled to make laws under the Commonwealth Constitution and the Act is properly made by the State under its own constitution.

   The land proposed to be sold is Council freehold land and not Crown land.

   Providing the Council's actions are consistent with the Act and other enabling legislation there are no consequences for the Council or individuals.

2. **Land may be required for other Council purposes.**
   - **Population of northern suburbs increasing.**
   - **Northern Suburbs Development Policy under preparation.**
   - **Sales do not consider future needs.**
   - **Loss of assets.**
   - **Destination of revenue from sales.**
   - **Residents near Peacock Avenue will lose open space.**

   Prior to selling any land its need for future Council purposes is considered. While the land at Peacock Avenue is currently used for a park, the growing educational requirements within the school catchments justify the sale of the park for expansion of the school. Reference to the Northern Suburbs Development Policy is assumed to be a reference to the Corio Norlane Structure Plan which is under development. The consultation version of that Plan identifies the potential for the land in Peacock Avenue used for educational purposes.

11. SALE OF PROPERTIES CONSIDERATION OF SUBMISSION (CONT'D)

The other properties being sold have not been used for Council purposes for some time and do not have any reasonable prospect of being required in the foreseeable future.

The creation and disposal of asset of all kinds is a natural function of local government charged with providing services to ratepayers.

Revenue from the sale of assets is general revenue which fund service provision and asset creation as determined through the normal budget process.

3. Sale of the Land.
- **Why should Council pay the difference of value in the proposed exchange of land.**
- **Inappropriate advertising of land sales.**
- **The advertisements did not say that land was to be exchanged.**

The submission refers to the estimated difference in the value of the land that is to be exchanged between the DEECD and the Council where Council will pay the difference due to its purchase being of higher value.

Council buys and sells land having regard to certified valuations as required by s189 of the Act. While Council is enabled to sell land to the Crown and other authorities for nil consideration under s191 of the Act, in most cases transfers of land between governments and authorities are carried out having regard to valuations which establishes a consistent and appropriate basis for land transfers and protects the ratepayer's financial interests.

The notices to sell land appeared in the City News Section of the Geelong Independent and the Advertiser on 9 and 10 March 2012 in accordance with sections 189 and 223 of the Local Government Act.

The notice in relation to the Peacock Avenue land explained that the Council was to purchase land in Gerbera Avenue from the DEECD.

4. Provision of education facilities in the northern suburbs of Geelong.
- **Amalgamation of colleges.**
- **Nelson Park Special School.**
- **Flinders Peak site.**
- **Understanding the needs of the disabled.**
- **Industry training.**
- **Other submissions relating to the provision of education services.**

While these submissions are not related to the proposed sale of the Land they were noted by the Submissions Hearing Panel. The Panel also noted that the sale of the Peacock Avenue land will assist in providing improved educational services to the local community.

5. Other matters:
- **Failure to deliver a responsible Tree Policy.**
- **Council bias to industry, commerce and developers.**
- **Poor transport policies.**
- **The need for a hospital in the northern suburbs.**
- **Danger from chemicals, fire and explosions and heavy transport issues.**
- **Council governance issues.**

11. SALE OF PROPERTIES CONSIDERATION OF SUBMISSION (CONT'D)

- **Numerous other submissions relating to resource allocation and management, employment, land management, consultation, projects in other locations and previous asset sales.**

These matters are not related to the proposed sale of the Land and were noted by the Submissions Hearing Panel.

Environmental Implications

There are no environmental implications associated with the recommendations of this report.

An environmental site assessment for the land to be purchased in Gerbera Avenue, Norlane has been obtained and indicates that the land is suitable for its intended use as a family hub.

Financial Implications

All sales of the Land will be undertaken at prices not less that the certified valuations obtained in accordance with s189 of the Act.

Policy/Legal/Statutory Implications

Public notice of the sale of the Land was given in the Geelong Independent and Advertiser on 9 and 10 March 2012 in accordance with section 189 and the submission was heard by the Submissions Hearing Panel on 3 July 2012 in accordance with 223 of the Local Government Act.

Once considered by the Council the submitter will be notified as required by s223 of the Local Government Act.

Officer Direct or Indirect Interest

No officers, consultants or contractors involved in the sale or purchase of the land have a direct or indirect interest in the land or its sale or purchase.

Risk Assessment

The risks involved in the purchase and sale of the land are not significant and can be managed by following standard procedures.

Social Considerations

The exchange of land with the DEECD will facilitate the development of education and family services facilities in the Norlane area that will provide community benefit and reflect the respective strategies of both the Council and the DEECD.

Communication

Public notice of Council's intention to sell the Land has been published.

12. SRV COMMUNITY FACILITY FUNDING PROGRAM 2013/14 MAJOR FACILITIES CATEGORY

Portfolio: **Sport & Recreation - Cr Mitchell (Mayor)**
Source: **Projects, Recreation & Central Geelong Sport & Recreation**
General Manager: **Dean Frost**
Index Reference: **Subject: Sport & Recreation Victoria Grants and Funding**

Summary

- Sport and Recreation Victoria (SRV) funding programs provide a significant opportunity for Council to secure much needed funding for sport and recreation projects in the municipality.
- This report outlines a number of projects considered by the Sport and Recreation Department for possible funding under the Major Facilities category within the SRV Community Facility Funding Program. The details of a number of projects which are eligible to the funding program are presented in this report. Consideration regarding the preferred project for submission to SRV is provided.
- The Major Facilities grant program allows Councils to submit one application. This report outlines a number of projects considered for the grant program and determines the most suitable project based on Master Plans and other relevant information.

Cr E Kontelj moved, Cr Granger seconded -

That Council:

1) **endorse the development of a submission for Stead Park Hockey – Second Synthetic Hockey Pitch under Sport and Recreation Victoria's Community Facility Funding Program - Major Facilities category for expenditure in the 2013/14 financial year;**

2) **refer the required Council contribution to the 2013/14 budget process for consideration.**

Cr Farrell left the meeting room at 9.54pm

Carried.

Report

Background

Each year the State Government Department for Planning and Community Development - Sport and Recreation Victoria (SRV) make funds available through a number of grant programs. Generally, these funding programs encourage:

- better planning of sport and recreation facilities;
- innovative sport and recreation facilities;
- accessible, inclusive, high-quality & sustainable sport and recreation facilities;
- increasing communities' access to leisure opportunities; and
- strengthening communities through sport and recreation participation

12. SRV COMMUNITY FACILITY FUNDING PROGRAM 2013/14 MAJOR FACILITIES CATEGORY (CONT'D)

The Major Facilities Grant Program encourages the development of new multi-purpose facilities that cater for a range of activities and user groups. The Major Facilities category also concentrates on the development of regional facilities.

A number of potential projects exist for funding consideration under the Major Facility Category; however the City of Greater Geelong can only submit one (1) application per annual funding round. This submission can either be for the Major Facilities program or the Better Pools program. This funding round in addition to Major Facilities also includes the Better and Seasonal Pools Renewal categories.

In determining which application to put forward, consideration has been given to the projects ability to benefit the community, the adjudication criteria and the funding commitments required.

Discussion

This report relates specifically to the recommended projects for possible funding under the Community Facility Funding Program - Major Facilities category. In determining the recommended projects for submission under this category, the SRV funding guidelines and criteria, and the likelihood of success have been considered.

The SRV criteria include:

Why?	Demonstrate the extent to which the project:
20%	Responds to identified community needs and issues and is strategically supported by local or regional plans and/or State Sporting Associations/peak bodies planning.
	Addresses a gap in local/regional provision of facilities;
How?	Demonstrate the extent to which the project:
20%	Clearly identifies the project scope, methodology and how outcomes can be completed within a prescribed timeframe (detailed in a Project Management Framework).
	Includes provision of appropriate project costing and confirmation of funding sources.
	Includes formally endorsed schematic plans that address safety, risk management, Universal Design principles, Environmentally Sustainable Design**.
	Demonstrates economic impact during construction and operation, including employment during and after construction.

12. SRV COMMUNITY FACILITY FUNDING PROGRAM 2013/14 MAJOR FACILITIES CATEGORY (CONT'D)

The SRV criteria include (cont'd):

Who?	Demonstrate the extent to which the project:
10%	Engages, consults and collaborates with a variety of stakeholders.
	Will be managed by an appropriately qualified team.
	Considers inter-municipal linkages and issues where appropriate.
What will it achieve?	Demonstrate the extent to which the project:
50%	Increases (or in certain cases maintains) participation in sport and recreation. As a result of the project, what will be the additional participation and programming outcomes? Please provide support letters that clearly state how each partner will benefit.
	Encourages the broadest possible community participation in sport and recreation activities.
	Has significant regional/sub-regional and/or multi-purpose benefit.
	Improves the quality and range of sport and recreation opportunities.
	Demonstrates appropriate business planning, which addresses operational and financial sustainability.

*** Major Facilities projects must allocate a minimum of 20 per cent of the grant amount to components that will improve energy or water efficiency and environmental sustainability. This should be demonstrated with a specific Environmental Sustainable Design budget in your application.*

At the time of the release of the grant guidelines, there were no aquatic projects costed and prepared to proceed with this program.

This report refers to recommendations for Council to submit a project to the Major Facilities Category of the Community Facilities Funding Program. This funding category focuses on the following type of developments:

Multi-purpose Facility Development: the development of new or upgrading and/or redeveloping of existing multi-purpose facilities that cater for a range of activities and user groups. Examples include new or redeveloped stadiums or development of multi-sport precincts.

Single-purpose Regional Facility Development: the development of single purpose regional facilities, which usually include:

- has a catchment of more than one municipality;
- attracts users who are likely to travel some distance to participate;
- is identified as regionally significant;
- provides facilities for regional or representative training and competition.

12. SRV COMMUNITY FACILITY FUNDING PROGRAM 2013/14 MAJOR FACILITIES CATEGORY (CONT'D)

Priority will be given to projects with a demonstrated regional or sub-regional benefit.

The program provides grants of up to $650,000 for the development of the aforementioned project types. The funding ratio for this funding program is SRV $1:$2 CoGG. Projects must have an estimated project cost of greater than $500,000 to be eligible, with applications closing 22 August 2012.

Council's Sport and Recreation Department have investigated, and are aware, through liaison with community groups and strategic planning, potential projects that fit within this funding category.

The Sport and Recreation department also thoroughly reviewed the library of master plans to determine the most suitable projects that align with the funding criteria. These projects are detailed later in this report. Council is required to determine priorities for this category.

Projects for other categories of SRV's Community Facility Funding Program (such as the Minor Facilities and Planning categories) will be presented to Council in a report at a later date. The Major Facilities category is being considered separately due to the critical timeline imposed by the due date for submissions.

A brief description of each project is outlined below:

Option 1: Stead Park Hockey – Second Synthetic Hockey Pitch

The City currently has one synthetic hockey pitch, located at Stead Park. A second synthetic hockey pitch is required to meet the growth in participation in hockey and to provide a regional centre for hockey in Geelong.

The development of this pitch will mean the Geelong Hockey Association can grow its member base, specifically in the older adult and youth category. This project will enable the association to meet the current demand for the sport as well as provide facilities for the expected growth into the future.

The Stead Park Master Plan (2010) and G21 Regional Sport & Recreation Infrastructure Strategy (2006) support the installation of a second synthetic hockey pitch at Stead Park. The estimated project cost is $1,876,000.

This project meets the criteria as being a Single-purpose Regional Facility Development and is noted in Councils 10 year plan. This project will have a catchment of more than one municipality, attracting users who are likely to travel some distance to participate. The proposal will provide facilities for regional and representative training and competition.

Option 2: Lara Recreation Reserve Soccer Pavilion

The development of a multi-use soccer, cricket, football field at the Northern end of Lara Recreation Reserve has necessitated the development of change facilities for local sporting clubs and community groups that use the new playing field.

The new field was constructed in the 2011/12 financial year. SRV provided a funding contribution to the construction of the new field, therefore this project may be less likely to be supported with additional funding at this stage.

12. SRV COMMUNITY FACILITY FUNDING PROGRAM 2013/14 MAJOR FACILITIES CATEGORY (CONT'D)

The estimated project cost is $1,500,000. This project meets the criteria as being a Multi-purpose Facility Development. Lara Recreation reserve is a local level facility and the project will involve the development of new multi-purpose facilities that cater for a range of activities and user groups.

Option 3: Shell Road Reserve Pavilion

The Shell Road Reserve Master Plan has highlighted the development of a multi-purpose pavilion to support local sport & recreation and community use. The development of new clubroom facilities at Shell Road Reserve will provide change, social and administrative facilities for a number of sporting clubs.

This project includes electrical upgrades, landscaping and demolition of the existing portable buildings.

Should Council apply for funds for this project through the Major Facilities category, a significant financial shortfall will remain. Estimated project cost - $4,000,000. This project meets the criteria as being a Multi-purpose Facility Development.

The project is noted in Councils 10 year plan.

Shell Road Reserve is a local level reserve and the project will involve the development of new multi-purpose facilities that will cater for a range of activities and user groups.

Option 4: Drysdale Sports Precinct (Grubb Road) – Regional Sports Facility

A Drysdale Sports Precinct Master Plan highlights priorities for development on undeveloped land at the corner of Andersons Road and Grubb Road, Drysdale (adjacent to the Potato Shed).

This project meets the criteria as being a Multi-purpose Facility Development. Drysdale Sports Precinct will become a sub-regional multi-facility precinct that will host a range of sport and recreation options for the community.

There is an urgent need to provide additional junior facilities on the Bellarine to support population and participation growth. As detailed design work is being undertaken, it is recommended that this project be submitted for consideration in future rounds. Estimated project cost is $2,000,000. This project is noted in councils 10 year plan.

Option 5: Anakie Recreation Reserve Clubrooms

Plans have been developed for the redevelopment of the football clubrooms at Anakie Recreation Reserve. Significant works are needed to bring the clubrooms up to the standard that is included in the design.

This project meets the criteria as being a Multi-purpose Facility Development. Anakie Recreation Reserve is considered a local level facility and the project will involve the redevelopment of multi-purpose facilities that cater for a range of activities and user groups. This project will provide significant local benefit to the Anakie community, but limited regional benefit. The estimated project cost is $1,200,000.

Grant amounts and Council contributions have been calculated to attract the maximum possible funding while meeting the required funding ratio of SRV $1:$2 local.

12. SRV COMMUNITY FACILITY FUNDING PROGRAM 2013/14 MAJOR FACILITIES CATEGORY (CONT'D)

Preferred Application

Applications to SRV need to be supported by well documented feasibility assessments and detailed concept plans. It is considered that extensive investigation and pre-planning has been undertaken for the following project to be best placed for funding under this grant program. The final grant submission will be refined to ensure a higher chance at funding success.

PROJECT/GRANT NAME	PROJECT COST	GRANT AMOUNT REQUESTED	PROJECTED COUNCIL CONTRIBUTION	PROJECTED COMMUNITY CONTRIBUTION
Stead Park Hockey – Second Synthetic Hockey Pitch	$1,876,000	$625,000	$1,001,000	$250,000

Environmental Implications

There are no foreseeable environmental implications associated with this report, however projects that include environmentally sustainable design initiatives are highly regarded during the assessment process.

In preparation for the grant submission an Environmentally Sustainable Design (ESD) Report has been commissioned and identifies the ESD initiatives that will be investigated for potential inclusion in the detailed design of the second pitch for the Geelong Regional Hockey Centre Upgrade (Stead Park). The initiatives are broadly categorised into the following areas: water, energy and materials. The recommended initiatives include; water re-use, LED lighting and a recycled rubber shock pad.

Financial Implications

There are no immediate financial implications associated with adopting these recommendations.

If the submission is successful, Council will need to make a commitment to the project in the 2013/14 financial year which would be determined from the associated business case via the budgetary process. As this project is not currently in Council's long term financial plan, a review of the document would be required to accommodate this project. The proposed Council investment is estimated at $1,001,000.

Policy/Legal/Statutory Implications

There are no legislative or legal ramifications associated with the adoption of this report.

Officer Direct or Indirect Interest

No officers or contractors involved in the preparation of this report have a direct or indirect interest in matters to which this report relates.

12. SRV COMMUNITY FACILITY FUNDING PROGRAM 2013/14 MAJOR FACILITIES CATEGORY (CONT'D)

Risk Assessment

There are no immediate risks associated with this report. A component of the application for the project may entail relevant risk management matters pertaining to the project.

Social Considerations

Participation in sport and recreational activities has long been recognised as an important contributor to community health and well being. Benefits of physical exercise and recreation are well documented and include improved health and fitness, development of social skills, increased community connectedness and enhanced self-esteem. Thus an application for SRV funding for any community recreation project has significant social benefits. Without the development of a second Hockey pitch within Stead Park a section of the community will miss out on the opportunity to participate in the sport. It is recognised that the current facilities do not meet the needs of the community.

Communication

The Community Facility Funding Program 2013/14 guidelines were released by SRV on Thursday 12 July, 2012. Applications are due on Wednesday 22 August, 2012.

Discussions have been held with the regional office of Sport and Recreation Victoria and the proposed project is considered the most appropriate for submission to SRV.

Council Officers will work closely with local clubs and associations to develop the final grant submissions to SRV.

Cr E Kontelj declared an Indirect Interest by Close Association in Agenda Item 13, Tender T1200190 – in that the tenderers are customers of his employer and left the meeting room prior to discussion at 9.55pm for the evening.

13. CONSIDERATION OF TENDER SUBMISSIONS FOR TENDER NO. T1200190 DRAINAGE WORKS, WYNDHAM STREET TO COLLINS STREET, DRYSDALE MAIN DRAIN

Portfolio: **Transport and Infrastructure – Cr Richards**
Source: **City Services – Engineering Services**
General Manager: **Gary Van Driel**
Index Reference: **T1200190**

Summary

- Council has sought tenders for the construction of a main drain that for the majority of its length is to be located under roads within Clifton Springs Road, Carolame Drive and Wyndham Street in central Drysdale.
- Part of this project requires construction of a 1500mm diameter drain 7 metres deep in Hancock Street within the shopping centre with commercial buildings extending to the frontages of this street. The works generally include main drains ranging from 900mm to 1500mm and ancillary drains ranging from 300mm to 750mm diameter. Associated works include pits/access chambers, an overflow/outlet structure, side entry structures/pits, kerb and channel/kerbing, median and road surfacing reinstatement, restoration of grassed areas and general work site and affect area reinstatement.
- Council advised all contractors at tender advertisement stage that it would allow sand bedding and haunching of pipes for trench backfill under the pavement
- A total of eight (8) companies have provided tender submissions for the construction of these works.
- Jaydo Construction Pty Ltd were identified as the shortlisted tenderer. Price / task analysis due diligence was undertaken to ensure that Jaydo Construction Pty Ltd fully understood the brief and project outputs. The shortlisted tenderer was interviewed and provided further clarifications to ensure the panel were satisfied that the brief would be delivered. Panel members assessed the various tasks / outputs and associated costings and were satisfied that the recommended tenderer could deliver within the nominated tendererd price.
- Following a detailed evaluation of each of the submissions it is considered that the tender submission of Jaydo Construction Pty Ltd is preferred.

Cr Richards moved, Cr Macdonald seconded -

That Council:

1) accept the tender submission from Jaydo Construction Pty Ltd for Tender No T1200190 – Drainage Works, Wyndham Street to Collins Street, Drysdale Main Drain for the fixed lump sum of $2,406,061.00 exclusive of GST;

2) sign and seal the contract documents.

Cr Farrell re-entered the meeting room at 9.55pm

Carried.

13. CONSIDERATION OF TENDER SUBMISSIONS FOR TENDER NO. T1200190 DRAINAGE WORKS, WYNDHAM STREET TO COLLINS STREET, DRYSDALE MAIN DRAIN (CONT'D)

Report

Background

Tenders for the Drainage Works, Wyndham Street to Collins Street, Drysdale Main Drain were invited via public advertisement in the Geelong Advertiser and The Age on Saturday 19 May, 2012.

At the close of tenders on Thursday 14 June, 2012 the following tender submissions were received:

Tenderer
Jaydo Construction Pty Ltd (Offer 2)
Jaydo Construction Pty Ltd (Offer 1)
Entracon Civil Pty Ltd
G & S Fortunato Pty Ltd trading as Fortunato Group
Drapers Civil Contracting Pty Ltd
Cut & Fill Pty Ltd
BMD Urban
Entracon Civil Pty Ltd (Alternative Offer)
Ertech Pty Ltd
Winslow Constructions Pty Ltd
Winslow Constructions Pty Ltd (Alternative Offer)

All tenders have been submitted exclusive of GST.

Discussion

The tender submissions associated with this service were evaluated by a panel consisting of:

Gary Van Driel	General Manager City Services (voting member)
Vicki Shelton	Co-ordinator infrastructure Management (voting member)
Adrian Rainbow	Contracts Officer
Tony Kerr	Co-ordinator Procurement Services (Advisor)
David Hannah	Manager Engineering Services (Advisor)
Ron Hill	Project Engineer (Advisor)

Stage One – Mandatory Criteria

Mandatory requirements apply to this Tender.

Each of the submissions did respond to the other mandatory requirements set down in the Tender documents. The mandatory requirements included attendance at a site inspection and the requirement of tenderers to demonstrate significant previous experience.

13. CONSIDERATION OF TENDER SUBMISSIONS FOR TENDER NO. T1200190 DRAINAGE WORKS, WYNDHAM STREET TO COLLINS STREET, DRYSDALE MAIN DRAIN (CONT'D)

Significant previous experience included completion of drainage projects that were in excess of $1million. Council were satisfied that all tenderers should progress to the evaluation of comparative criteria.

Winslow Constructions Pty Ltd and Entracon Civil Pty Ltd both submitted a conforming and non-conforming alternative offer. The evaluation panel considered the proposed alternate pipe jacking options but deemed them to be non-conforming. As both companies submitted conforming offers, Council were able to consider the alternative offers.

Jaydo Construction Pty Ltd submitted two (2) separate conforming offers. Jaydo took up the opportunity to submit an offer that it would allow sand bedding and haunching of pipes for trench backfill under the pavement. Council has reviewed both offers and deemed them both acceptable to Council requirements.

Stage Two –Comparative Criteria

Tender submissions were assessed based on the respondent's performance or tender response in the following areas:

Criteria	Weighting
Financial Assessment	50%
Project Delivery	40%
Quality	5%
Economic Contribution to Region	5%

At the conclusion of the evaluation the tenderers were ranked in the following order in accordance with the above criteria:

Tenderer	Rank
Jaydo Construction Pty Ltd (Offer 2)	1
Jaydo Construction (Offer 1)	2
Entracon Civil Pty Ltd	3
Drapers Civil Contracting	4
Cut & Fill Pty Ltd	5
Entracon Civil Pty Ltd (non-conforming alternative offer)	6
Ertech Pty Ltd	7
BMD Urban	8
G & S Fortunato Pty Ltd trading as Fortunato Group	9
Winslow Constructions Pty Ltd	10
Winslow Constructions (non–conforming alternative offer)	11

13. CONSIDERATION OF TENDER SUBMISSIONS FOR TENDER NO. T1200190 DRAINAGE WORKS, WYNDHAM STREET TO COLLINS STREET, DRYSDALE MAIN DRAIN (CONT'D)

Jaydo Constructions Pty Ltd are a well known major drainage contractor and have demonstrated a thorough appreciation of the requirements of the project and have proposed methodologies that will provide Council with the required outcomes. Jaydo Constructions Pty Ltd are very capable and have extensive past experience in the construction of main drains. They are well known to COGG and have proven to be an excellent contractor. Jaydo Construction Pty Ltd has the necessary staff and equipment to satisfy the requirements of these works. They were identified as providing Council with the lowest overall price and achieved the highest comparative criteria score.

Jaydo Constructions Pty Ltd complied with the OH&S requirements of the tender.

Environmental Implications

Any environmental implications associated with this contract will arise from the execution of this works. It is considered that these are the responsibility of the Contractor and will be managed through the contract documentation.

Financial Implications

The funding for this project will be drawn from a budget allocation of $2,500,000.00 in the Budget Code C02317.82

Project Budget Allocation	$2,800,000.00
Tender Specific Budget Allocation	$2,406,061.00
Actual Expenditure - To: 27/7/2012	$0
Recommended Tender Amount	$2,406,061.00
Estimated Additional Costs Against Project	$93,939
Total Estimated Expenditure Against Project	$2,500,000.00
Surplus/Shortfall on Project	$0
Funding Source if Shortfall Exists	$0

Policy/Legal/Statutory Implications

The requirements of Section 186 of the Local Government Act have been complied with for this tender. There are no other policy, legal or statutory implications associated with this tender process.

Officer Direct or Indirect Interest

No officers or contractors involved in the preparation of this report have a direct or indirect interest in matters to which this report relates.

Risk Assessment

There are not considered to be any risks associated with the acceptance of this tender that cannot be managed through the contract conditions.

13. CONSIDERATION OF TENDER SUBMISSIONS FOR TENDER NO. T1200190 DRAINAGE WORKS, WYNDHAM STREET TO COLLINS STREET, DRYSDALE MAIN DRAIN (CONT'D)

Social Considerations

There are no social implications that will arise from the acceptance of this tender.

Communications

There are no communication issues associated with the acceptance of this tender. Councils representative will liaise with affected community groups.

14. SIMONDS STADIUM

Portfolio: **Sport and Recreation - Cr Mitchell (Mayor)**
Source: **Projects, Recreation & Central Geelong**
General Manager: **Dean Frost**

Cr Harwood moved, Cr Nelson seconded -

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

Carried.

COMMON SEAL REGISTER

Cr Abley moved, Cr Macdonald seconded -

That the following documents be signed and sealed by Council.

Carried.

1. SECTION 173 AGREEMENT BETWEEN GREATER GEELONG CITY COUNCIL AND DT, RA, JA AND RL NICHOLS AND M RITONJA FOR 29 ETON ROAD, BELMONT

Portfolio:	**Planning – Cr Macdonald**
Source:	**Economic Development, Planning & Tourism**
General Manager:	**Peter Bettess**
Property:	**29 Eton Road, Belmont**
Application No:	**39/2012**

Officers' Comments

This Agreement pursuant to Section 173 of the Planning and Environment Act 1987 was required by Condition 16 of Planning Permit No. 39/2012 issued on 26 March 2012 which allowed the construction of six dwellings and a six lot subdivision.

The purpose of the Agreement is to ensure that the lots created by the subdivision of the site will be developed in accordance with the plans approved under Planning Permit 39/2012.
This Agreement has been peer reviewed by one of Council's panel solicitors.

Owner's Obligations

The lots created by the Permit must be developed in accordance with the plans endorsed by Planning Permit 39/2012.

Council Obligations

Nil

2. SECTION 173 AGREEMENT BETWEEN GREATER GEELONG CITY COUNCIL AND TIMOTHY STEFANUS HULSMAN AND KATRINA GRANT FOR 145 MINERVA ROAD, HERNE HILL

Portfolio: **Planning – Cr Macdonald**
Source: **Economic Development, Planning & Tourism**
General Manager: **Peter Bettess**
Property: **145 Minerva Road, Herne Hill**
Application No: **1344/2011**

Officers' Comments

This Agreement pursuant to Section 173 of the Planning and Environment Act 1987 was required by Condition 13 of Planning Permit No. 1344/2011 issued on 20 February 2012 which allowed the construction of a second dwelling and carport along with a two lot subdivision.

The purpose of the Agreement is to register all development to be in accordance with the endorsed plans forming part of Planning Permit 1344/2011 (or any amendment to that permit) or any subsequent Planning Permit. Prior to the issue of Statement of Compliance the owner of the land must enter into an agreement with the Responsible Authority pursuant to Section 173 of the Planning and Environment Act 1987.

This Agreement has been peer reviewed by one of Council's panel solicitors.

Owner's Obligations

The Owner agrees that following registration of the plan of subdivision approved by the planning permit any development of the Subject Land must accord with the endorsed plans forming part of the planning permit (or any amendment to the planning permit) or any subsequent planning permit issued by Council.

The Owner further agrees to:

a) bring this agreement to the attention of all prospective purchasers, mortgagees, transferees and assigns;

b) do all things necessary to give effect to this agreement; and

c) facilitate the Council making application to the Register of Titles and do all things necessary to record this agreement in the register on the Certificate of Title to the Subject Land in accordance with Section 181 of the Act and pay all costs of preparation and execution of the agreement and entry of the memorandum on the Certificate of Title to the Subject Land.

Council Obligations

Nil

3. SECTION 173 AGREEMENT BETWEEN GREATER GEELONG CITY COUNCIL AND CALEB NAULTY AND MARCIA JOAN ROSS FOR 70 HITCHCOCK AVENUE, BARWON HEADS

Portfolio:	**Planning – Cr Macdonald**
Source:	**Economic Development, Planning & Tourism**
General Manager:	**Peter Bettess**
Property:	**70 Hitchcock Avenue, Barwon Heads**
Application No:	**1237/2010/A**

Officers' Comments

This Agreement pursuant to Section 173 of the Planning and Environment Act 1987 was required by Condition 5 of Planning Permit No. 1237/2010/A issued on 11 August 2011 which allowed the subdivision of land into two lots.

The purpose of the Agreement is to a) acknowledge that the development on the lot may potentially suffer detriment as a result of climate change including sea level rises, storm tides, coastal erosion and sand drift. And b) any new development on the land must be provided with a minimum floor level of 3.08 metres AHD, unless otherwise approved in writing by the Responsible Authority.

This Agreement has been prepared by Harwood Andrews and therefore was not required to be peer reviewed.

Owner's Obligations

a) acknowledge that the development on the lot may potentially suffer detriment as a result of climate change including sea level rises, storm tides, coastal erosion and sand drift.

b) any new development on the land must be provided with a minimum floor level of 3.08 metres AHD, unless otherwise approved in writing by the Responsible Authority.

Council Obligations

Nil

4. SECTION 173 AGREEMENT BETWEEN GREATER GEELONG CITY COUNCIL, BARWON WATER AND DARREN JOHN THOMSON AND KELLI ANN MCCOMBE FOR 1 BANKS COURT, BELMONT

Portfolio: **Planning – Cr Macdonald**
Source: **Economic Development, Planning & Tourism**
General Manager: **Peter Bettess**
Property: **1 Banks Court, Belmont**
Application No: **1107/2010**

Officers' Comments

This Agreement pursuant to Section 173 of the Planning and Environment Act 1987 was required by Condition 6 of Planning Permit No. 1107/2010 issued on 8 June 2011 which allowed Subdivision of Land into Two (2) Lots

The purpose of the Agreement is to enter into agreements with Barwon Water for the purposes of compliance with condition 6 of the permit. Before Statement of Compliance is issued, application must be made to the Registrar of Titles to register the Section 173 Agreement on Title to the land under Section 181 of the Act.

This Agreement has been peer reviewed by one of Council's panel solicitors.

Owner's Obligations

The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage facilities, electricity, gas and telecommunication services to each lot shown on the endorsed plan in accordance with the authority's requirements and relevant legislation at the time.

Council Obligations

Nil.

5. SECTION 173 AGREEMENT BETWEEN GREATER GEELONG CITY COUNCIL AND BRETT KANE BALDWINSON AND KACEY LOUISE MCCAMISH FOR 33 BARRAMUNDI CRESCENT, OCEAN GROVE

Portfolio:	**Planning – Cr Macdonald**
Source:	**Economic Development, Planning & Tourism**
General Manager:	**Peter Bettess**
Property:	**33 Barramundi Crescent, Ocean Grove**
Application No:	**1589/2011**

Officers' Comments

This Agreement pursuant to Section 173 of the Planning and Environment Act 1987 was required by Condition 13 of Planning Permit No. 1589/2011 issued on 6 March 2012 which allowed the construction of a second dwelling and a two lot subdivision.

The purpose of the Agreement require the development of the lots to be in accordance with the development approved under Planning Permit 1589/2011.

This Agreement has been peer reviewed by one of Council's panel solicitors.

Owner's Obligations

The Section 173 Agreement requires the development of the lots to be in accordance with the plans approved under Planning Permit 1587/2011.

Council Obligations

There are no obligations for Council.

ASSEMBLY OF COUNCILLORS RECORD

Portfolio: **Democracy and Governance – Cr Mitchell**
Source: **Corporate Services**
General Manager: **Jeff Wall**

Summary

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

Cr Macdonald moved, Cr Nelson seconded -

That the information be received.

Carried.

Cr Harwood moved, Cr Nelson seconded –

That the meeting be closed to the public.

Carried.

The Meeting was closed to the public at 9.54pm

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

Cr Granger moved, Cr S Kontelj seconded

That the meeting be opened to the public.

Carried.

The Meeting was opened to the public at 9.58pm

CLOSE OF MEETING

As there was no further business the meeting closed at 9.58 pm. Tuesday, 14 August 2012.

Signed: _____
Chairperson

Date of Confirmation: _____

RECORD OF ASSEMBLIES OF COUNCILLORS
(Council Meeting 14 August 2012)

Assembly Details	Councillor Attendees	Officer Attendees	Matters Discussed	Conflict of Interest Disclosures
Geelong Library & Heritage Centre – Project Control Group **22 May 2012**	Crs Mitchell, Granger, Abley	S Griffin (CEO) D Frost (GM) S Cavanagh ((MGR)	• Review of PWG and PDG Meetings • Project Update • Funding Update • Planning/Heritage Permits • Project Program • Risk Profile Review and Update	Nil.
Geelong Library & Heritage Centre – Project Control Group **26 June 2012**	Crs Mitchell, Abley	S Griffin (CEO) D Frost (GM) S Cavanagh (MGR)	• Design Update • Communication Strategy • Budget • Planning/Heritage Permits • Library/Heritage Centre Relocation • Concept Design Presentation	Nil.
Barwon Heads Early Learning Centre – Open Space Submissions Review Panel **9 July 2012**	Crs Granger (Chair), Fisher, Abley, Richards, Macdonald and Farrell	P Jane (MGR) P Jamieson (MGR) L Quinn (MGR) S Cavanagh (MGR) D Ash (OFF) J Zabinskas (OFF)	• Presentation of Submissions	Nil.
Geelong Library & Heritage Centre – Project Control Group **24 July 2012**	Crs Granger, Abley	S Griffin (CEO) J McMahon (GM) S Cavanagh (MGR)	• Design Update • Budget • Program • Outcomes of Meetings • Library & Heritage Centre Relocation Update • Victorian Design Review Panel Meeting • Funding Update	Nil.

Councillor Briefing **7 August 2012**	Crs Mitchell, Abley, Doull, Farrell, Fisher, Granger, Harwood, E Kontelj, S Kontelj, Macdonald, Nelson, Richards	P Bettess (GM) G Van Driel (GM) D Frost (GM) J McMahon (GM) J Wall (GM) T Demeo (MGR) T Hellston (CO ORD) M Kelly (MGR) A Downie (MGR) S Cavanagh (MGR) A Grant (ADVISOR) M Leach (OFF)	• Presentation: Mobile App • 2012-2013 Budget Amendments • Local Authorities Superannuation Fund – Defined Benefit Plan • Civic Accommodation (Confidential) • 10 Year Financial Plan • Library and Heritage Centre • Ocean Grove Integrated Childrens Centre • Sale of Properties • G21 Regional Growth Plan Update – Phase 4: Final Regional Growth Plan • Barwon Heads Early Learning Centre (Kindergarten) Development – Submissions Review Panel • Avalon Airport Masterplan Response • SRV Community Facility Funding Program 2013/14 – (Major Facilities Category) • Grovedale Station and Armstrong Creek Bus Planning Update • Amendment C268 – Masters Store Bacchus Marsh Road, Corio – Proposed Rezoning and Permit • O'Briens Road, Lara – Road Construction – SRC317 – Finalisation of Scheme • Kingston Park Management Plan and Master Plan • Amendment C264 – Apco Service Station Rezoning and Portarlington Road, Newcomb • Amendment C272 – Review of the City of Greater Geelong Advertising Sign Guidelines • Simonds Stadium (Confidential) • Consideration of Tender Submissions for Tender T1200190 Drainage Works – Wyndham Street to Collins Street, Drysdale Main Drain • Mosquito Management Program Annual Report 2011-2012 • Review of Council Policy – Children's Services	Cr Richards declared a Conflict of Interest in relation to the Superannuation Shortfall and 10 Year Financial Plan and left the room prior to discussion. Cr Abley declared a Conflict of Interest in relation to Amendment C268 – Masters Store Bacchus Marsh Road, Corio, and left the room prior to discussion