

MINUTES

COUNCIL MEETING

Tuesday 14 December 2021
6.00 pm

City Hall
57 Little Malop Street, Geelong 3220

LIVE STREAMED ON THE CITY'S WEBSITE:

www.geelongaustralia.com.au/meetings

COUNCIL:

Cr S Asher (Bellarine Ward) - Mayor
Cr T Sullivan (Bellarine Ward) - Deputy Mayor
Cr J Mason (Bellarine Ward)
Cr E Kontelj (Brownbill Ward)
Cr S Mansfield (Brownbill Ward)
Cr P Murrphy (Brownbill Ward)
Cr B Harwood (Kardinia Ward)
Cr B Moloney (Kardinia Ward)
Cr R Nelson (Kardinia Ward)
Cr A Aitken (Windermere Ward)
Cr K Grzybek (Windermere Ward)

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Present: Cr Asher (Mayor), Cr T Sullivan (Deputy Mayor), Crs A Aitken, K Grzybek, B Harwood, E Kontelj, S Mansfield, J Mason, P Murrhiy, B Moloney, R Nelson

Also Present: M Cutter (Chief Executive Officer), G Smith (Director Planning, Design and Development), G Wilson-Browne (Director City Services), M Dugina (Director Customer and Corporate Services), R Stevens (Director Community Life), S McKew (Manager Governance)

Opening: The Mayor declared the meeting open at 6.00pm.

1. PROCEDURAL MATTERS

1.1. Acknowledgement of Country

Council acknowledges the Wadawurrung People as the Traditional Owners of the Land, Waterways and Skies. We pay our respects to their Elders, past and present. We Acknowledge all Aboriginal and Torres Strait Islander people who are part of our Greater Geelong community today.

1.2. Apologies

Nil

1.3. Leaves of Absence

Nil

1.4. Declarations of Conflicts of Interest

Cr Grzybek declared a Conflict of Interest in Agenda Item 2.3 Amendment C339 - Flood Overlays and Zones (Lara Flood Study, Lower Barwon & Moorabool Rivers, Bellarine Peninsula Coastal Hazard) - Consideration of Submissions in that Cr Grzybek owns a property in the amendment area.

Cr Kontelj declared a Conflict of Interest in Agenda Item 2.8 City of Greater Geelong and Changwon City Memorandum of Understanding in that the group of companies of which Cr Kontelj is a Director has a potential business relationship with Hanwah Corporation.

Cr Kontelj declared a Conflict of Interest in Agenda Item 2.11 Tender T2100082 - Armstrong Creek West Community Hub - Construction in that the proposed tenderer is a customer of the business of which Cr Kontelj is a Director.

Cr Grzybek declared a Conflict of Interest in Agenda Item 6.5 2021-22 Community Grants (Confidential) in that Cr Grzybek is an office bearer of a club that has submitted for a grant.

Cr Harwood declared a Conflict of Interest in Agenda Item 6.5 Community Grants (Confidential) in that Cr Harwood is currently Regional General Manager of AFL Barwon. Two clubs associated with AFL Barwon are receiving grants.

1.5. Confirmation of Minutes

RESOLUTION - Item 1.5.1

Cr Sullivan moved, Cr Mason seconded -

That the Minutes of the Council Meeting held on 23 November 2021 be confirmed.

Carried

1.6. Public Question and Submission Time

The following persons submitted questions prior to the Council Meeting:

1. Dennis Hayes (Corio Cricket Club – Home Ground Conditions);
2. Neville Whitley (Gambling Harm Minimisation Council Policy); and
3. Daniel Garcia (COVID-19 Full Vaccination Mandate).

*** For those not present at the Council Meeting, the responses to your pre-submitted questions are published on Council's website and are provided by email.**

Dennis Hayes asked if someone could explain to me why my grandson who plays cricket for Corio cricket club, is playing home games in other suburbs because the only suitable pitch is in the middle of the Geelong rugby oval and have been told they can't play there because the Buccaneers Gridiron club is playing there on Saturdays now, surely the ground west of the rugby club which has a pitch but no Astro turf could be fixed up and made playable, or a pitch put in the ground the Buccaneers used to play at located behind Hendy Street hall.

A few of the kids' mothers are single mothers and don't drive and have to rely on other people to transport the kids to games which some of the games are being played at Eastern Park because there is no suitable ground for home games in Corio.

Response (Community Life):

Thank you for your question, Dennis.

The land at 97 Hendy Street is state land, owned by the Department of Education and Training. We have scheduled a meeting with the Department of Education and Training next Wednesday 15 December in order to investigate and explore opportunities for the use of the Hendy Street oval.

The City will make contact with you, Mr Hayes, at an appropriate time.

Neville Whitley asked why is Council getting involved in only one aspect of gambling EGM's [Electronic Gaming Machines], why is the Harm Minimisation Council Policy aimed at clubs when they are all non for profit, why is the policy heading toward discrimination?

The policy, unfortunately, suffers as a result of not being informed by a background report or any strategic context as to why.

Response (Community Life):

Thank you for your questions, Neville.

The City's previous Electronic Gaming Policy was due for review in May 2020. The scope of the new draft Gambling Harm Minimisation Council Policy has been expanded to include all forms of gambling and focuses on the wellbeing of the whole community by adopting a harm minimisation framework. Councils are legislated by state government to plan and report on community health and wellbeing.

The draft policy aligns the strategic direction of creating a healthy, caring and inclusive community, as outlined in Our Community Plan 2021-25, by balancing the right to entertainment with the overarching need to promote community health and wellbeing. Council has an ongoing commitment to working with our local sporting clubs and this is emphasised through the draft policy.

Council has existing links with sporting clubs through the provision of grounds, infrastructure and officer support, leasing, rates and licensing agreements, and access to community grants. Our aim is to continue to see local clubs flourish, which is why the draft policy emphasises supporting and working alongside any club, group or organisation which wishes to divest itself of EGMs. Current research, a benchmarking process, local data and consultation with Councillors and across the organisation has informed the development of the draft policy.

The engagement period has been extended until 17 January 2021, with feedback and questions welcome via the Have Your Say page. Following the engagement process, officers will assess all feedback before briefing Council on any suggested changes to the draft policy.

Daniel Garcia asked if all Councillors are Double Vaccinated? What is the Council/the position of each Councillor on mandating appropriate health and safety policies and procedures such as mandating full vaccination of all clinically appropriate Council workers to COVID-19?

Response (Office of the Chief Executive Officer):

Thank you for your questions, Daniel.

Reducing risks to our customers, community and employees – and meeting our legal and Occupational Health and Safety obligations – is central to how we operate.

Under the current state government directions, people aged over 12 years and two months must be vaccinated against COVID-19 to attend a range of events and activities in the community, or show evidence of a valid medical exemption. Following an extensive risk assessment, the City of Greater Geelong has determined that visitors, including Councillors, aged over 12 years and two months are required to be fully vaccinated against COVID-19, or hold a valid medical exemption, to access facilities staffed by City employees. The requirement will help provide a safer workplace, reduce the risk for anyone working or attending one of our facilities, and maintain our level of service to the community.

1.7. Petitions

Vanessa Whitem presented a petition of approximately 1,541 signatures on behalf of Jeanne Nel de Koker regarding Securing the Tree Canopy of Highton and Geelong.

Cr Mason presented a petition of approximately 23 signatures on behalf of Kerin Fox regarding Trees at River End, Talbot Street, Barwon Heads.

2. REPORTS

2.1. Youth Council Final Report 2021

Source: Community Life

Director: Robyn Stevens

Junior Mayor, Elliot Nicholas, provided an overview of the Youth Council's activities throughout its 12-month term.

Purpose

1. To acknowledge and thank the 2021 Youth Council Advisory Committee for their contribution throughout the year and to note the final 2021 report to Council.

Background

2. Twelve local young people were elected to the City of Greater Geelong Youth Council Advisory Committee (Youth Council), and during their 12-month term will serve as the region's official 'youth voice'.
3. Aged between 12 and 17, the Youth Council members represent a spread of local towns and suburbs, with three representatives from each of the four Council wards: Bellarine, Brownbill, Kardinia and Windermere.
4. Youth Council provides advice and updates for Council's consideration through monthly Youth Council meetings at City Hall, through collaboration with Councillors via the Councillor Connect Mentoring Program (CCMP) and by consulting with young people through various community engagement activities.

Key Matters

5. Junior Mayor Elliot Nicholas has authored this report and has included Youth Council's activities, discussions and preliminary work since their induction in January of this year (attached).
6. The fourth and final report for Youth Council 2021 provides input and advice on areas of importance for young people. The input and advice presented has a focus on the following areas: youth mental health, support for the local Afghan community, alcohol access and young people, youth traineeships and makeshift bike jumps.

RESOLUTION - Item 2.1

Cr Mansfield moved, Cr Mason seconded -

That Council:

- 1. Acknowledge and thank Youth Council 2021 for their commitment, advice, input and contributions across their one-year term; and**
- 2. Note the input and advice in the fourth report provided by the Youth Council Advisory Committee 2021.**

Carried

Financial Sustainability

7. Funding for the Youth Council program and activities has been allocated as part of Council's annual budget process.

Community Engagement

8. Youth Council has engaged young people in their wards via existing drop-in programs, to validate recommendations and gain required feedback and input.

Social Equity and Sustainability

9. The Youth Council provides an opportunity for young people to contribute to and be included in civic life.

Relevant Law/Policy/Legal Implications

10. The activities of the Youth Council comply with the adopted Terms of Reference.

Alignment to Community Plan and Vision

11. This report aligns with *Our Community Plan 2021-2025* strategic priority:

Healthy, caring and inclusive community.

High-performing Council and organisation.

12. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:

An inclusive, diverse, healthy and socially connected community.

Conflict of Interest

13. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

14. Youth Council provides advice to Council on specific issues relating to young people in our community and does not speak on behalf of the Council or the City. The Terms of Reference guide the Youth Council.

Environmental Sustainability

15. There are no environmental implications arising from the subject of this report.

Attachments

1. Youth Council Final Report 2021 [2.1.1 - 6 pages]

THE CITY OF
GREATER GEELONG

YOUTH COUNCIL FOURTH REPORT 2021

7 December 2021

JUNIOR MAYOR – ELLIOT NICHOLAS

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Junior Mayor's Message

INTRODUCTION

Youth Council would like to acknowledge the Wadawurrung People, the traditional owners of the land, waterways and skies. We pay our respects to their Elder's past, present, and emerging. We acknowledge all Aboriginal and Torres Strait Islander people who are part of our Greater Geelong Community. Youth Council would also like to acknowledge the Mayor, Deputy Mayor and Councillor's for their support, guidance and mentoring over the year and thank them for their feedback that has helped to shape the advice and input presented in this, our fourth and final report.

PURPOSE

The purpose of this report is to outline the progress and achievements of Youth Council since the previous report presented to Council on 27 September 2021. This report also outlines the final advice Youth Council would like to provide to Council based on discussions had with Councillors throughout the ward-based Councillor Connect Mentoring Program (CCMP) sessions.

WHAT WE HAVE ACHIEVED OVER AUGUST, SEPTEMBER AND OCTOBER

Youth Council have had a number of guest presenters speak at meetings over the last couple of months. Both the Junior Mayor and Deputy Junior Mayor agree their favourite presentation was delivered by the Combined Refugee Action Group (CRAG) and members from the Afghan Hazara community who gave Youth Council a deeper understanding of the unfolding crisis in Afghanistan and detailed firsthand experiences of living under the Taliban's rule. Youth Council member's gained an understanding about how they could show their support for the Afghan community as members were concerned about the wellbeing of the Afghan community members living in Geelong.

Another highlight was a presentation from Steve Moylan from Barwon Health who spoke about the Commission into Mental Health, detailing the outcomes of the inquiry and the Mental Health Reform Act. Steve explained that the work outlined in the document will take a long time to complete, and changes will likely occur over a 10-year period with the goal to better support Victorians. Youth Council agreed with the findings presented and believe there is still a lot of work to do so that individuals receive the support they need. Youth Council would also like to take this opportunity to send their condolences and deepest sympathies to the family and friends of the young people who died by suicide earlier this year. Youth Council look forward to seeing the mental health reform unfold in Geelong and help to better support young people in Geelong.

Youth Council have had access to heaps of extra opportunities over the last few months. One Youth Council member from each of the four wards was lucky enough to have the opportunity to speak on a panel with Martin Cutter as part of Strategy Week at the City. It was such a unique opportunity to tell leaders from across the City what leadership meant to young people and what young people expect of leaders. Participants were each asked a question, and each participant had the opportunity to ask Martin a question about leadership. It was great to get Martin's insights into what makes a great leader and the challenges he personally faces leading a large organisation. It was also great to hear from the other Youth Council members about what they thought makes a good leader which allowed me to reflect on the role of Junior Mayor. Youth Council members felt really privileged to have been included in this event and would like to say thank-you to Martin and all the City officers who made this happen. Several Youth Council members have also had the opportunity to be involved in the Sustainable Youth Futures RMIT Study which has given members additional opportunities to give their perspective on issues they care about.

The Junior Deputy Mayor along with two Youth Council members had the opportunity to participate in the Covid-19 Vaccine Campaign for the City which was a highlight for those involved. It was great for young people to be included in the campaign and champion the message to young people specifically, and convey that the Covid-19 vaccines are safe, and will help to open the state back up to the rest of the Country and get back to normal life. Youth Council have also been involved in the development of social media posts for R U OK Day, World Suicide Prevention Day and promoting

healthy Covid-19 messaging to young people. Youth Council hope that they have been able to use their platform to spread positive messages and connect young people with important information to support them throughout this challenging year.

COUNCILLOR CONNECT MENTORING PROGRAM

Youth Council would like to thank Councillors for their advice, guidance, and time spent mentoring Youth Council members in the CCMP sessions across the year. Youth Council members have gained tonnes of knowledge, and heaps of insight from Councillors during these sessions. This has both helped members to increase their understanding about the roles and responsibilities of a Councillor and provided them with insight into some of the many skills needed to undertake this role. The recommendations made below have been tested with Councillors in session 3 and 4 of the CCMP program. Youth Council would like to again acknowledge the advice provided to Youth Council from Councillors to help shape the recommendations outlined in this report.

YOUTH COUNCIL INPUT AND ADVICE

1. Mental Health and Young People

In response to the young people who have recently died by suicide in Geelong, Youth Council would like to applaud the postvention suicide response delivered by the Youth Development Unit in partnership with Headspace and the Department of Education in the school holiday period.

- To continue this important work and ensure more adults can recognise the signs of mental ill health and confidently support young people to seek help, Youth Council recommend that Council lead a call to arms to encourage school communities within Geelong to participate in Mental Health First Aid courses free of charge to staff and parents. Youth Council propose the development of a Mental Health First Aid calendar that is championed by Councillors and directed to schools. Youth Council strongly believe that more support needs to be targeted within the school environment and teachers, parents and staff have ample opportunity to access the training.

Youth Council Priority Areas Addressed:

- Health and Wellbeing
- Safe and Healthy Places

2. Support for the Afghan Community

Youth Council strongly support the City's recent statement declaring that they stand in solidarity with the people of Afghanistan and the global community in calling for peace. Youth Council would like Councillors to continue demonstrating their commitment to the Afghan community living in Australia by authoring letters to local members, Prime Minister Morrison, and Immigration Minister Hawke to express their support for the following-

1. Granting permanent visas for Afghan community members currently living in Australia on temporary visas
2. Granting safe passage to Australia and permanent visas for their family members who still live in Afghanistan

Youth Council Priority Areas Addressed:

- Diversity and Inclusion
- Health and Wellbeing
- Safe and Healthy Places

3. Alcohol Access and Young People

Youth Council would like to celebrate Council's recent support of the Draft Gambling Harm Minimisation Policy and would like Council to consider doing the same with regards to alcohol harm minimisation.

1. Youth Council recommend that Council look at updating it's 2013 Responsible Management of Alcohol and Other Drugs Policy
2. Within the revised policy, Youth Council recommend that Council consider including a targeted approach to youth that provides strategies to reduce the ease of access and supply of alcohol from venues across Geelong.

Youth Council Priority Areas Addressed:

- Health and Wellbeing
- Safe and Healthy Places

4. Youth Traineeship Program

Youth Council have been notified by Youth Development staff of the appointment of a Youth Trainee within the unit. Youth Council would like to celebrate this and would like Council to consider expanding and investing in the creation and delivery of a youth traineeship program across all departments in Council to support local young people in employment. This program could include a peer network so young people involved can support one another and a training program for staff to adequately support and mentor trainees.

Youth Council Priority Areas Addressed:

- Opportunities for Growth and Learning
- Healthy and Safe Places

5. Makeshift Bike Jumps

Youth Council members would like to acknowledge the great work already completed by council in regard to the Woodlands Reserve bike track trail in Ocean Grove. Youth Council have heard about the extensive consultation process involving young people in the development of a design, where officers have engaged with the community and worked closely with a focus group of passionate young people to ensure the proposed design meets their needs. To continue this great work, Youth Council would like Council to consider the makeshift bike jumps, many of which have been established by young people, as an opportunity to positively support and engage young people in physical activity. Youth Council would like Council to consider using the above example as a model going forward to ensure the voices of young people are heard and considered.

Youth Council would like to provide the following advice to Council-

1. That Council allocate resources to work in partnership with the users of the bike jumps to identify a suitable space for them to build and create their own jumps, and to provide young people with support, education, and training from experts in this field in an ongoing capacity.

Youth Council Priority Areas Addressed:

- Opportunities for Growth and Learning
- Healthy and Safe Places
- Health and Wellbeing

2021 REFLECTIONS

As the 12-month term on Youth Council ends, Youth Council would like to first thank Councillors for their advice, guidance, and conversation in the Councillor Connect Mentoring Program. Participating in the CCMP program has been a real highlight over the year. Youth Council also feel incredibly lucky to have attended most Youth Council meetings in person at City Hall. Through meeting face to face Youth Council members have been able to create great friendships with one another and have really enjoyed getting to know each member throughout the year. Another highlight of the Youth Council Program for members has been the work Youth Council has completed on youth designated spaces. Youth Council members have been happy with the feedback from Councillors around the proposed youth designated space in central Geelong and look forward to seeing how this project progresses into the future. It is important to mention that this year has been another challenging year for youth in Geelong, participating in extracurricular activities in addition to participating in home schooling has been an interesting experience for each of the Youth Council members. However, participants have been thankful to have been involved in the Youth Council Program as they have been able to put their energy into something meaningful during this time. Youth Council members have enjoyed the many opportunities to provide input and advice to Council officers and other presenters, to influence their work and feel very proud of the input and advice given to Councillor's throughout their four quarterly reports.

CONCLUSION

Once again, Youth Council would like to say thank you to Councillors for their mentoring throughout the year. Youth Council have really enjoyed participating in the Councillor Connect Mentoring Program and have truly learnt so much. Thank-you to all Council Officers, and the many presenters who engaged with Youth Council to gain a youth perspective in their work. As the Junior Mayor, it is important to thank each Youth Council member for their contribution to the program. Everyone has worked excellently as a team and all Youth Council members should all be very proud of their contribution to the City of Geelong. In particular it is also important to thank the Junior Deputy Mayor for being a great support of the Junior Mayor role and always stepping in whenever assistance was needed. It has been a great privilege to hold the position of Junior Mayor, and all Youth Council members would agree that the time spent on Youth Council has helped inspire members to continue on their journey as leaders and as advocates for the needs of young people. Youth Council members look forward to welcoming the 2022 Youth Council. The 2022 Youth Council will be inducted into the program in January 2022 and will submit their first report in April. Youth Council wish them good luck, extend their congratulations, and hope they enjoy the program as much this year's Youth Council have.

2.2. Final Pakington Street (Geelong West) and Gordon Avenue Urban Design Framework

Source: City Planning & Economy
Director: Gareth Smith

Purpose

1. To adopt the Gordon Avenue and Heritage Core precincts in the Final Pakington Street (Geelong West) and Gordon Avenue Urban Design Framework (UDF) and approve further community consultation on Pakington Street North precinct.

Background

2. The Final UDF establishes the short and medium-term principles, strategies and actions to guide the future development of three key precincts in Geelong West through the regeneration and transition of Gordon Avenue and Pakington Street North, and the protection of the Heritage Core. The Final UDF seeks to support Council's goal of providing for 50% of future housing needs through urban infill, as well as delivering greater housing diversity and affordability. The Final UDF also aims to support future retail needs, as identified in Council's endorsed Retail Strategy.
3. The Final UDF comprises a strategic framework, land use and rezoning requirements, public realm improvements and built form controls to guide future development in these three precincts. See **Attachment 1**.

Key Matters

4. Preparation of the Final UDF commenced in 2018 and has been informed by 30 weeks of engagement with residents, businesses, government agencies and the development sector, including the release of an Interim Final UDF in response to the impacts of COVID-19. The UDF has been amended following each engagement phase in response to the feedback received.
5. The future development of the Gordon Avenue Precinct will be predominantly medium density and medium rise residential, with streetscape improvements and enhanced open space provision.
6. The future development of the Heritage Core Precinct will involve limited development, with greater protection of the character and heritage of the village area, as well as streetscape improvements.
7. The future development of the Pakington Street North Precinct will be predominantly medium density and medium rise mixed-use with commercial, retail and residential uses and enhanced open space provision. There has been significant community feedback on this precinct, and it is recommended to undertake further community consultation to enhance the community's understanding of the UDF intent for this area.

RESOLUTION - Item 2.2

Cr Murrihy moved, Cr Mansfield seconded -

That Council:

- 1. Adopt the Gordon Avenue and Heritage Core Precincts in the Final Pakington Street (Geelong West) and Gordon Avenue Urban Design Framework to enable the commencement of a planning scheme amendment and delivery of key infrastructure upgrades; and**
- 2. Approve further community consultation in early 2022 be undertaken for the Pakington Street North Precinct.**

Carried

Division:

For: Crs Asher, Grzybek, Harwood, Mansfield, Mason, Moloney, Murrihy, Sullivan
Against: Crs Aitken, Kontelj, Cr Nelson

Financial Sustainability

8. Once endorsed, the Final UDF will need to be incorporated into the Greater Geelong Planning Scheme, which, in addition to officer time, may entail costs associated with the procurement of expert witnesses and legal representation.
9. Delivery of public realm upgrades will be subject to further work, including detailed design and Council funding through the normal business case process. These works, once delivered, will be subject to ongoing maintenance costs.
10. An Infrastructure Needs Assessment has been proposed in the Final UDF to inform an appropriate mechanism to determine developer contributions towards future infrastructure upgrades.

Community Engagement

11. Three phases of community consultation have been undertaken over a total of 30 weeks, between 2018 and 2021.
12. The first phase was undertaken over a period of 12 weeks in 2018, which included several in-person workshops with 72 people attending as well as a survey conducted in 2018 for the purpose of building a shared 'vision'. In total 320 submissions were received and 510 survey responses.
13. The second phase was undertaken over 12 weeks in 2020, with consultation on the draft UDF, involving online forums with 51 participants, written submissions and online feedback. In total 77 written submissions were received.
14. The third phase was undertaken over six weeks during 2021, with consultation on the Interim Final UDF. In total, 379 submissions were received.
15. The Community Consultation Summary Report (**Attachment 2**) identifies the role of a local campaign opposing the Interim Final UDF, noting that "the influence of the campaign has swamped constructive feedback about the strategic intent of the UDF ... [and] ... distorted the reality of what is proposed".
16. Key issues raised during the third phase of community engagement included:
 - 16.1 The perception that building heights of 8-10 storeys in the Pakington Street North Precinct are excessive;
 - 16.2 The potential loss of the 'village' character and lifestyle;
 - 16.3 The perception that the heritage area on Pakington Street would be at risk;
 - 16.4 A general concern for increased traffic movements and parking demand; and
 - 16.5 The perception that increased development would result in overshadowing and overlooking of existing low-rise residential areas in the Pakington Street North Precinct.

17. Approximately 65% of submissions were negative and 35% were positive. The majority of submissions related to the Pakington Street North Precinct with 224 comments provided. As noted above this was subject to distribution of information by some community members which influenced perceptions of what was actually proposed in the Interim Final UDF. It is therefore recommended to undertake further community engagement to assist to clarify the UDF intent for this precinct.
18. The Geelong West Business Association are largely supportive, but have some concerns about the limited development opportunities within the Heritage Core Precinct.
19. The development sector, including the Urban Design Institute Australia and various landholders, have also expressed support, however, most have suggested the height limits should be increased.
20. If the UDF is endorsed, the community will have further opportunities to engage and provide feedback, including during the planning scheme amendment process as part of the design of all future public realm upgrades, and through the planning process for all proposed developments within the three precincts.

Social Equity and Sustainability

21. Increased housing supply, diversity and affordability are central to the strategic framework underpinning the Final UDF.
22. Recommendations are included for investigating opportunities for the provision of social housing through an inclusionary zoning process and potential voluntary housing agreements with interested parties.
23. Universal design has been identified as a key consideration in the delivery of future public realm improvements.
24. Consideration has been given for increased transport options through public realm improvements for walking and cycling.
25. Further work is proposed to identify community infrastructure needs and funding mechanisms.

Relevant Law/Policy/Legal Implications

26. The Final UDF is consistent with State and Local planning policies relating to the delivery of urban consolidation, a range of housing types in well serviced locations, environmentally sustainable design and the preservation of heritage and neighbourhood character and design.
27. The Final UDF is consistent with the Social Housing Plan 2020-2041, Housing Diversity Strategy, Settlement Strategy, One Planet Living principles and the Clever and Creative vision.
28. The Final UDF aims to contribute to Geelong's UNESCO City of Design designation and our commitment to the UNESCO Creative Cities Network (UCCN) Sustainable Development Goal #11 – Sustainable Cities and Communities.

Alignment to Community Plan and Vision

29. This report aligns with Our Community Plan 2021-2025 strategic priority: Sustainable growth and environment.
30. Aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future”:
31. Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

32. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

33. The Pakington Street North Precinct is at risk of inappropriate development due to the absence of built form controls or weak existing controls, including areas with no height limits. The endorsement of the UDF for the Heritage Core and Gordon Avenue precincts reduces the risk.
34. As noted above, by far the majority of feedback was received in relation to Pakington Street North Precinct and there is an opportunity to improve the community's understanding of the intent of building controls proposed for this precinct. It is therefore proposed to undertake further engagement for this precinct to minimise the risk of misperceptions of what is proposed allowing Council to make an informed decision on this precinct in early 2022.

Environmental Sustainability

35. The Final UDF includes significant tree planting and landscaping on the street; investigating areas for the provision of more public open space; improving the public realm to promote health and wellbeing benefits; and environmentally sustainable design beyond current statutory requirements.
36. Modelling was undertaken of overshadowing to ensure solar access requirements of the Greater Geelong Planning Scheme were met, which has been achieved in the Final UDF.

Attachments

1. Pakington Street and Gordon Ave UDF [2.2.1 - 124 pages]
2. Report on Community Feedback Final Pako UDF [2.2.2 - 46 pages]

THE CITY OF GREATER GEELONG

PAKINGTON ST & GORDON AVE

URBAN DESIGN
FRAMEWORK

DECEMBER 2021
FINAL



ACKNOWLEDGEMENT OF COUNTRY

The Greater Geelong municipality is located on the traditional lands of the Wadawurrung people. The land was created by the great ancestor spirit, Bunjil, the wedge tailed eagle.

Wadawurrung territory extends from the Great Dividing Range in the north, to the coast in the south, from the Werribee River in the east to Aireys Inlet in the west - including the major regional cities of Ballarat and Geelong.

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

SUMMARY OF KEY CHANGES

From Interim Final UDF to Final UDF

The following is a list of key updates in the Final UDF:

- Revised the document structure to improve readability.
- Refined development guidelines and controls that respond to concerns regarding amenity impacts to surrounding residential areas including site coverage, solar access and interface treatments.
- Revised preferred building heights and street wall requirements particularly within Pakington North and Gordon Avenue Precinct.
- Refined interface response within Pakington North and Gordon Avenue Precinct.
- Clarified preferred building heights in the Heritage Core Precinct.
- Revised built form response to laneways that enables activation in Gordon Avenue Precinct.
- Clarified existing and proposed laneway connections.
- Completed Traffic Network Assessment with recommendations for road infrastructure requirements.
- Revised transport recommendations to better address traffic concerns.

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EXECUTIVE SUMMARY

What is an Urban Design Framework?

Urban Design Frameworks are an important planning tool that assist local planning authorities and their communities in setting an overall direction for the future of a place with local action plans and initiatives.

Urban Design Frameworks (UDF) are an integral part of the planning system and are important tools to translate local action plans and visions for the future of a place into actual projects and guidelines. They are a vehicle to help local authorities and communities set an overall direction for a particular place that fits within the local and wider state planning context.

As a long-term visioning document, an UDF can provide mechanisms to direct investment and renewal in an area while guiding future development outcomes. The results of an UDF process can inform changes to Zones and Overlays in the local planning scheme and initiate design guidelines and policies. Recommendations and projects are fed into capital budgets.

A UDF does:

- Provide a 'road map' to achieve a preferred future vision.
- Highlight key projects and further work to be undertaken as part of the implementation process.
- Provide principles and guidelines to assess project outcomes and future development proposals.
- Provide flexibility for the final design and delivery of specific projects.
- Provide high-level concepts and ideas for further discussion during detailed design and delivery.

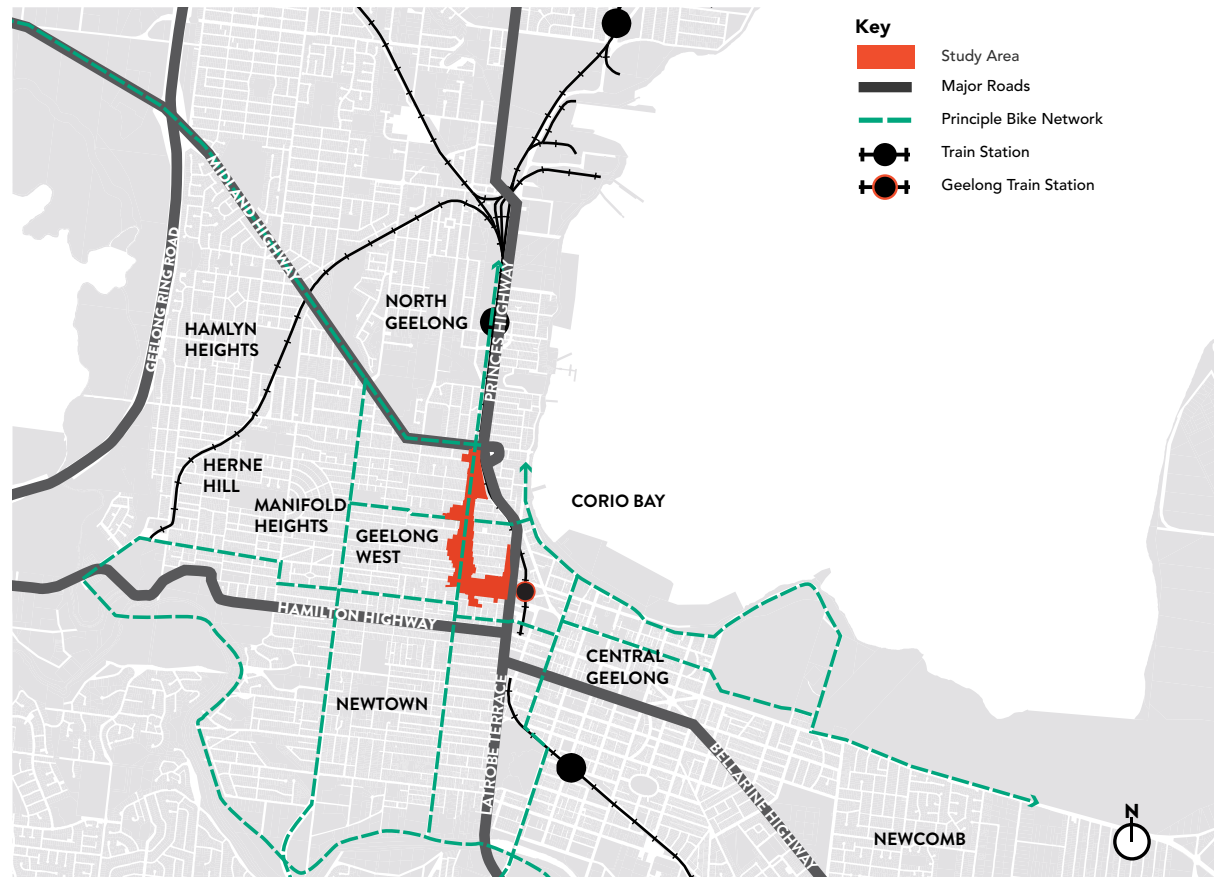
A UDF does not:

- Specifically address individual developments.
- Resolve delivery and timing of highlighted further strategic work.
- Produce detailed designs required for construction.
- Pertain to construction or project management of capital works projects.

EXECUTIVE SUMMARY

Study Area

Located in the established inner suburb of Geelong West, the UDF study area includes all C1Z and C2Z areas (few GRZ areas) along Pakington Street and Gordon Avenue. Pakington Street extends from Church Street to Barwon River to the south. Gordon Avenue connects Pakington Street to Latrobe Terrace. The area surrounding these two key streets have many established dwellings of heritage significance. The areas along Pakington Street and Gordon Avenue are established commercial areas; the central part of Pakington Street is a recognised specialised retail centre, while Gordon Avenue and the northern section of Pakington Street mainly include secondary services and bulky goods.



Site Context

EXECUTIVE SUMMARY

Vision

Over the next 25+ years, the Pakington Street (Geelong West) and Gordon Avenue area will be a vibrant, compact and thriving urban village that is:

A place of Inclusion

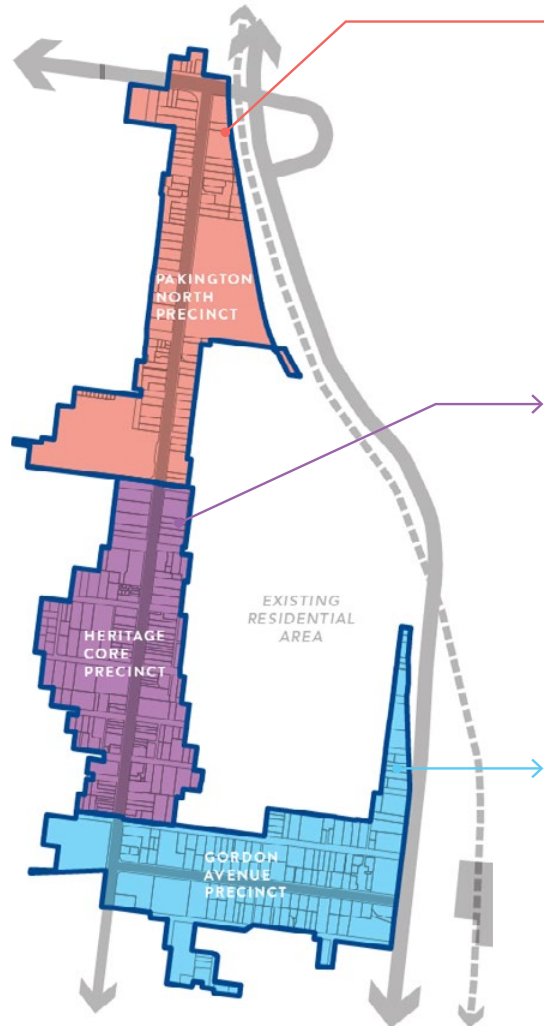
A village that showcases universal design to ensure everyone can access the varied local attractions, services and businesses offering plenty of opportunities for all to participate and contribute to the vibrant street and community life.

A place of Opportunities

A village that provides a variety of spaces and places to rest, reflect and socialise that are comfortable, attractive and relaxing. There's always something happening with plenty of community events showcasing local design, culture and business.

A place for People

A village that puts people first and respects the human scale at the street level. Designing streetscapes that allow for the integration of varied transport modes while providing enough room for activities. The green leafy trees provide shade and comfort helping to create a healthy, safe and attractive urban village.



"The Pakington North Precinct will be home to sustainable shop-top living, with local shops, offices and communal spaces at lower levels and high-quality apartments above. A growing residential community will contribute to Pakington Street life. A greater mix of complementary uses will provide opportunities for residents to live, work and play 'locally'.

New sustainable developments will provide a mix of housing opportunities that cater to the needs of a diverse community and a range of lifestyles. This section of Pakington Street will be enhanced as a 'green' street that improves the urban environment and makes a significant contribution to Geelong's urban canopy."

"The Heritage Core Precinct will continue to play an important role as a premier shopping strip and community hub in a backdrop of heritage buildings. Based around a safe, leafy and 'people' friendly environment where locals and visitors of all ages and abilities can meet, shop, rest, eat and play. Enhancing and celebrating its unique built form and cultural heritage through a high quality public realm that connects people with nature and offers opportunities for 'life' to spill out onto the street. Providing attractive and comfortable urban public spaces that become iconic places for people to meet."

"The Gordon Avenue Precinct will develop into a vibrant sustainable mid-rise precinct that appropriately transitions from the low density character of the surrounding residential area to future high-density scale of Central Geelong whilst delivering a new form of varied residential and mixed-use development set within a green, leafy, high quality environment that supports a diverse and inclusive community.

Over time, Gordon Avenue will be a 'green' street that provides safe and attractive connection to and from 'Pako' to Geelong Train Station and Central Geelong, acting as a key access-way to the western suburbs of established Geelong."

EXECUTIVE SUMMARY

Guiding Principles



Shared Vision



Thriving Business and Activity



Places for People



Urban Greening and Sustainable Development



A great place for Everyone



Design Excellence



Identity and Place

EXECUTIVE SUMMARY

Key Moves

PAKINGTON NORTH PRECINCT

1. Addressing Development Potential



2. Allowing a Greater Mix of Uses



3. Improving Streets and Accessibility



4. Introducing Street Interventions

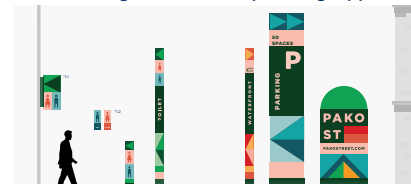


HERITAGE CORE PRECINCT

1. Introducing Additional Design Guidelines



2. Providing a Unified Wayfinding Approach



3. Upgrading Streetscape Quality



4. Identifying Urban Renewal Projects



GORDON AVENUE PRECINCT

1. Addressing Development Potential



2. Allowing a Greater Mix of Uses



3. Improving Streets and Accessibility



4. Improving Connectivity



EXECUTIVE SUMMARY

Summary of Development Controls

Building Heights

The proposed preferred building heights for the study area are between 2 and 10 storeys with taller built form positioned to Latrobe Terrace and Rail Siding Yard owing to minimal impacts to sensitive uses including established residential areas. Whilst the Heritage Core will remain at 1 and 2 storeys owing to its heritage significance, other areas vary between 4 and 6 storeys depending on the context, interface and transitional attributes of the urban block.

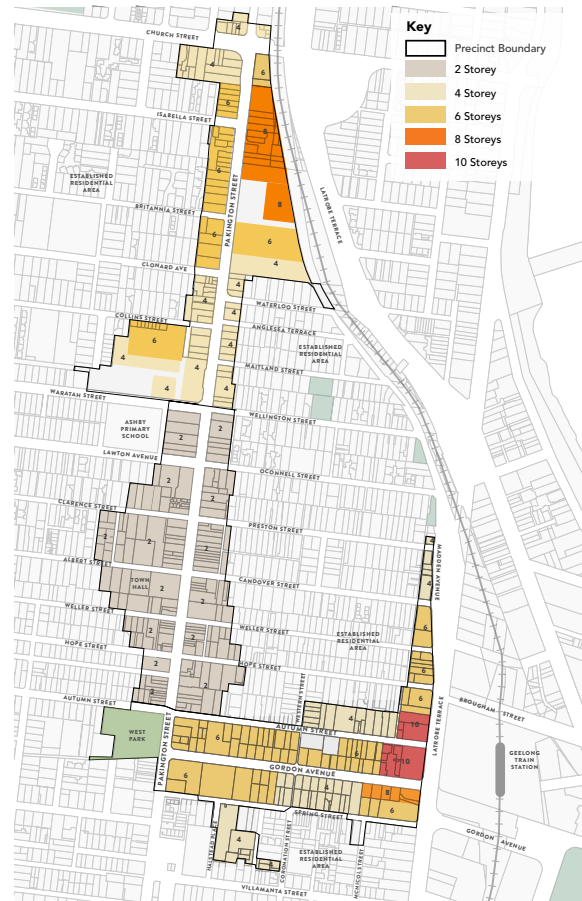
Site Coverage

The proposed site coverage controls vary between 60%-80% and are underpinned by the precinct vision and land use considerations. A higher site coverage of 80% has been proposed to areas abutting key movement corridors where landscaping is preferred to the rear of the site. Lower site coverage of 60% is proposed for strategic sites and sensitive locations where there is either opportunity to deliver open spaces or a need to respond to the heritage significance.

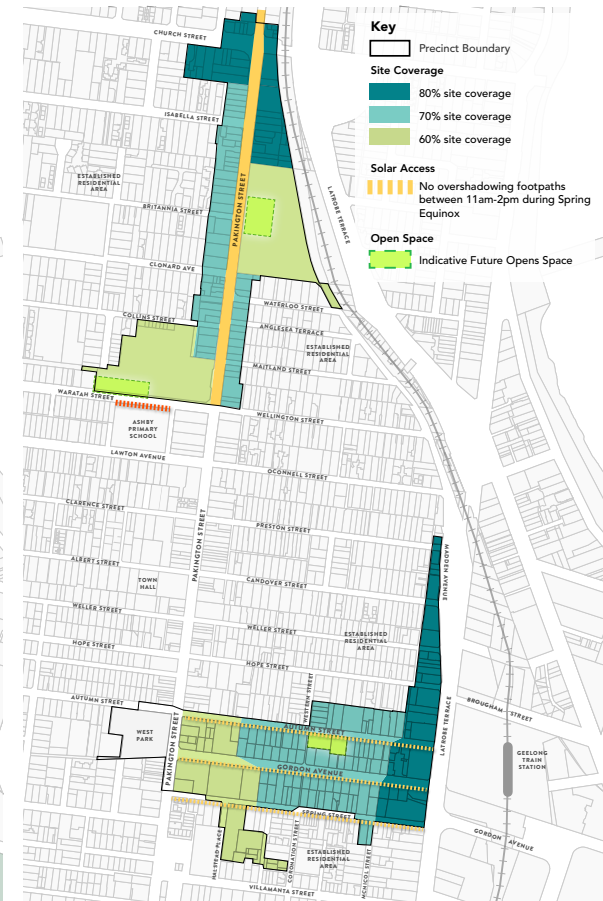
Solar Access

Solar access controls seek to maintain solar access to the streets in order to support the role of footpaths as a key public space. It is proposed that no overshadowing should occur between 11am and 2pm at Spring Equinox. This will ensure that important public and semi-public spaces remain high-amenity in the long-term.

Solar access controls are also proposed for potential future open spaces with no overshadowing above 50% of the site between 11am to 2pm at spring equinox, noting that this control will also apply to future open space.



Proposed Preferred Building Heights



Proposed Site Coverage and Solar Access Requirements

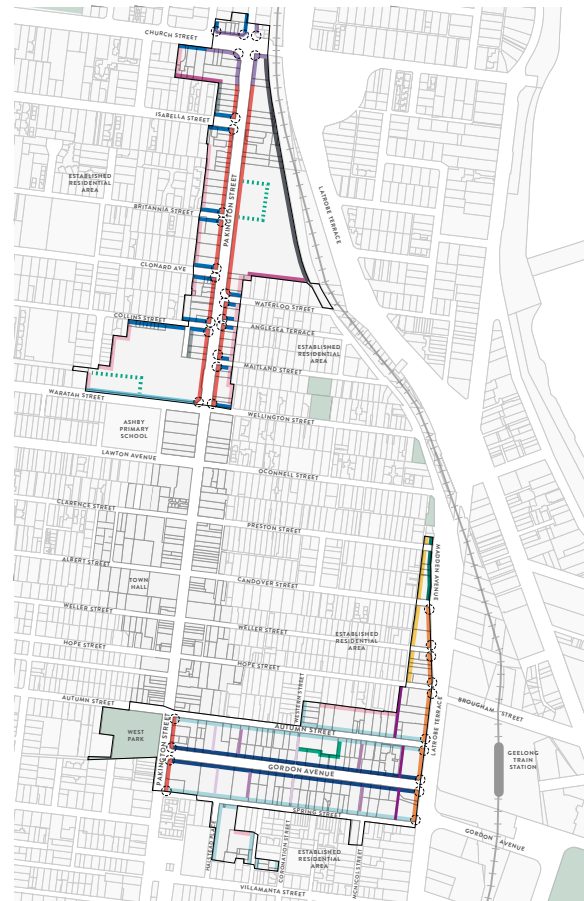
EXECUTIVE SUMMARY

Summary of Key Development Controls

Interfaces

The following are the proposed preferred interface response to various site conditions.

Key	Interface	Building Setback	Street Wall/ Podium Height	Upper Level Setback
P1	Pakington Street	0m	2 storey	5m
P2	Railway Interface	3m	8 storeys	N/A
P3	Church Street	3m	N/A	N/A
P4	Residential Street	2m	2 Storey	2m
P5	Warratah Street interface	3m	N/A	N/A
P6	Laneway interface	0m	4 storeys	6.5m
G7	Direct residential - A	5m	2 storeys	5m
G8	Direct residential - B	5m	2 storeys	10m
G9	Future Park interface	0m	2 storeys	5m
G1	Latrobe Terrace	5m	N/A	3m
G2	Madden Avenue	0m	N/A	N/A
G3	Gordon Avenue	3m	4 storeys	3m
G4	Pakington Street	0m	2 storeys	5m
G5	Future Park interface	0m	4 storeys	3m
G6	Ripley Street	2m	2 storeys	5m
G7	Residential street	3m	2 storeys	3m
G8	Direct residential	5m	2 storeys	5m
G9	Laneway interface (pedestrian)	0m	3 storeys	3m
G10	Laneway interface (service)	0m	4 storeys	3m
G11	Laneway interface (new street)	0m	6 storeys	3m



Proposed Interfaces

Density Controls

Floor Area Ratio (FARs) or plot ratio represents the density of a building or buildings within a land parcel. It is measured as the ratio of a new building's total floor area in relation to the size of the site it is being built on. FARs enable site specific responses and sets clear development yield whilst ensuring the delivery of a range of diverse building typologies rather than building out each site to its maximum envelope.

The use of the proposed FAR are limited to the following strategic areas and are mandatory,

- Rail Sidings Yard
- Pakington Strand
- Gordon Avenue Precinct

Building Heights	Site Coverage		
	60%	70%	80%
4	2.4	2.8	3.2
6	3.6	4.2	4.8
8	4.8	5.6	6.4
10	6	7	8

Proposed Floor Area Ratio Controls



01

Introduction

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PURPOSE

This UDF has been prepared to help shape the continued development and renewal of Geelong West extents of Pakington Street and Gordon Avenue. The UDF supports implementation of the aspirations in the Greater Geelong: A Clever and Creative Future 2047 vision, the strategic priorities identified in the Council Plan 2018-2022 and Settlement Strategy 2020.

Recognising the importance of strengthening the role of our existing inner urban areas and balancing multiple priorities and actions, the UDF focuses on creating more compact liveable neighbourhoods that are well connected to Central Geelong through delivery of key public and community infrastructure, providing new lifestyle and business opportunities for our growing population.

This UDF outlines a future focus for three distinct precincts; the Heritage Core, Pakington North, and Gordon Avenue, providing recommendations, urban design strategies, and guidelines and controls for future developments.

Once adopted by Council, it will guide future investment and design decisions in the area. Parts of the adopted UDF will be delivered through a separate planning scheme amendment process, which will involve further community consultation.

The UDF is committed to three overarching outcomes:



Better Places and Streets

Creating great people-friendly places and streets that encourage diversity, build social cohesion, connect people with nature and heritage values, and attract investment and innovation. Contributing to the liveability and attractiveness of our neighbourhoods.



Living Locally

Continuing to offer unique lifestyle choices for a diverse and growing population in neighbourhoods that can meet daily needs within an easy and safe walking or cycling distance. Allowing existing and future residents to live, work and play locally.



Infill Development and Diversity

Facilitating development that respects the character of the area and helps accommodate our growing population. Fostering diversity, design excellence and sustainability. Building on existing character without the loss of amenity that makes Geelong West a great place to live.

The UDF consists of:

- An Introduction which presents the strategic background for the UDF and the wider framework for the study area.
- A summary of what we have heard from local community.
- The overarching Vision and Guiding Principles for the area, as well as specific key moves for each of the three identified precincts; the Heritage Core, Pakington North and Gordon Avenue.
- A discussion of the approach for the future of the public realm of each of the three precincts.
- Recommendations for land use changes for the Pakington North and Gordon Avenue precincts.
- A discussion of proposed built form guidelines and controls for future development Pakington North, Heritage Core and Gordon Avenue precincts.
- An implementation strategy for recommendations and identified further strategic work.
- A glossary with key terms used throughout this document.



PROCESS



DRIVERS FOR CHANGE

Situated only 75km southwest of Melbourne, Geelong is Victoria's second largest city and the gateway to the famous Great Ocean Road. Its varied landscapes offer multiple lifestyle opportunities, ranging from wilderness, rural, coastal, suburban and city environments.

Population Growth

As Victoria continues to experience population growth and development pressure, Geelong plays an important role in accommodating future growth. The City's latest estimates project an annual growth rate of 2.5 per cent, resulting in an additional 152,600 people who will be calling Geelong home by 2036.

Growth presents a significant challenge, including the need to provide an additional 73,400 dwellings and ensure access to employment, services, education, recreation, and entertainment opportunities for a diverse community. There is a significantly lower environmental, social and economic cost of infill development; providing new housing in areas which are within a walking or cycling distance to existing services, public transport and activity centres.

Car Dependency

Currently, 86 per cent of all trips in Greater Geelong are in private vehicles, despite the fact that 35 per cent of all car trips are only covering short distances of one to two kilometres. Infill development focused outcomes will need to contribute in a way that reduces car dependence.

Retail Growth

Pakington Street in Geelong West plays an important role as Greater Geelong's only Specialised Retail Centre. The Centre has grown over time from a traditional shopping strip serving the local community, to a hub for retail, civic and community uses capturing niche trade from the wider region. Slow and cultural retail, which are based on customers experience, have the greatest potential to develop the strongest links to the local economy, improve local employment outcomes and the experience of place.

Housing Demand

In terms of housing, considering almost 85 per cent of our housing stock consists of single storey detached homes, any future medium and high rise developments must positively contribute to the character of existing urban areas, while delivering a genuine mix of housing types that cater for a diverse range of lifestyles and demographics.

Increasing housing diversity and facilitating infill development contribute to sustainable development. Both are measures of success for the Clever and Creative Vision, which aims to increase infill development and housing supply by approximately 15% in order to increase its overall contribution to 50% by 2047.

Future Population Growth



Figure 1. Population growth

Movement Patterns

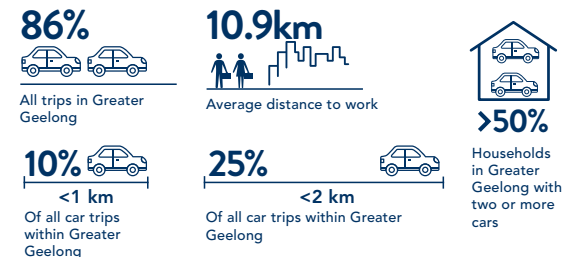


Figure 2. Movement Patterns

Sustainable Development

The significant social, environmental and economic benefits of infill development around public transport corridors and activity centres is now a known concept. Through the adoption of robust ESD principles, it is possible to reduce the negative impacts of development on both people and the environment. A key aspect of sustainability is the need to reduce car dependence and providing improvements to active and public transport.

Albeit an increased interest in living in Geelong over the past few years, the apartment market is lower in revenue when compared to Melbourne, noting that the construction costs remain the same. In order to ensure that this option remains attractive, it is important to locate apartments in areas with high amenity such as Pakington Street and Gordon Avenue. Currently, there exists several small and fragmented parcels, which will need to be consolidated to allow for a variety of dwelling typologies.

Climate Change

Recognising the effects of climate change and ensuring that neighbourhoods in Geelong remain resilient is a key driver for renewed focus on public and private realm contributions to landscape and biodiversity. This also means that the built form will need to work harder to ensure liveability and sustainability goals are achieved for future generations.

COVID 19 Pandemic

Although the impacts of COVID-19 pandemic on urban areas are still being studied, below are a few to consider regarding built environment:

- Importance of living within easy access to services, public parks, facilities and the natural environment.
- Impacts to rate of immigration and population growth.
- Importance of smaller businesses being surrounded by a strong local resident community.
- Improvements required to apartment design to increase liveability and amenity for residents including size of living areas and private open space.

STRATEGIC CONTEXT



1 Our Community Plan 2021-25
The document represents the community's voice and guides resources to deliver infrastructure, services and programs to ensure the social, economic and environmental sustainability of the region



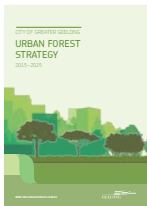
2 A Clever and Creative Future
Sets out a Vision for the Greater Geelong Region to be internationally recognised for being forward looking, enterprising and adaptive, and caring for its people and environment by 2047.



3 Settlement Strategy Oct. 2018
Directs 50% of future growth to infill areas which are directly inside or within a 20 minute walk; to our train stations and activity centres.



4 Housing Diversity Strategy 2007
Supports a range of housing typologies and increasing supply in areas that are well serviced by infrastructure and facilities.



5 Urban Forest Strategy 2015-25
Sets out a strategy to enhance and protect the public and private tree population and vegetation across all of Greater Geelong to 25% canopy cover.



6 Social Infrastructure Plan 2014 - 2031
The provision of new social infrastructure in infill areas will rely on redevelopment and re-purposing of existing facilities, due to the limited land availability in established areas and the increasing price of land.



7 Integrated Comprehensive Transport Plan 2015
Promoting the change from car dependence to active and public transport. Prioritising streets for the safety and convenience of people instead of the car.



8 Retail Strategy 2016 - 2036
Recommends further investigation of Gordon Avenue area transition into residential, office and retail. Considers the Pakington Street Specialised Retail Centre extending from Autumn St to Church St.



9 Access and Inclusion Action Plan 2018-22
Sets out actions, strategies and initiatives that continue to build accessible and inclusive communities in the Greater Geelong Region.



10 Municipal Public Health & Well-being Plan 2018-21
Goals include, supporting social connection, increase participation in physical activity, improving access to local environments, services and food.



11 Social Housing Plan 2020-41
Outlines key initiatives, recommended strategies and actions to increase the supply of social housing in Greater Geelong as a response to an identified need to address housing stress, homelessness and housing poverty.

The strategies and recommendations in the UDF aim to contribute and support Geelong's UNESCO City of Design designation and our commitment to the UNESCO Creative City Network (UCCN) Sustainable Development Goal #11 - Sustainable Cities and Communities.

POLICY CONTEXT

The UDF area is predominantly influenced by two zones - Commercial 1 Zone (C1Z) and Commercial 2 Zone (C2Z). The established retail precinct on Pakington Street is in the C1Z reflecting the area's long-standing history as a retail and community centre. The City's Draft Retail Strategy 2017 highlights an oversupply of C2Z land, there exists opportunity to significantly change the future Pakington Street (north) and Gordon Avenue. It is important to also note that both C1Z and C2Z do not provide built form controls (see Figure 2). A range of Overlays affect the UDF area including:

- **Design and Development - Schedule 17** provides guidance including design objectives, preferred building height of 12m with no setback from property boundary.
- **Special Building Overlay** requires developments to respond to flood risk.
- **Heritage Overlay - HO1634 (Pakington Commercial Area)** provides guidance on building heights (one and two storey) and response to heritage character.
- **Heritage Overlay - HO1960 (Milton Heritage Area)** provides guidance on building height (one storey) and response to heritage character.
- **Heritage Overlay - HO1962 (Waterloo Heritage Area)** provides guidance on building height (one storey) and response to heritage character.

Currently, there exists several land parcels that lack built form guidance through Zone and Overlay provisions (see Figure 1). The UDF seeks to resolve these issues and provide certainty in the built form expectations across the area.

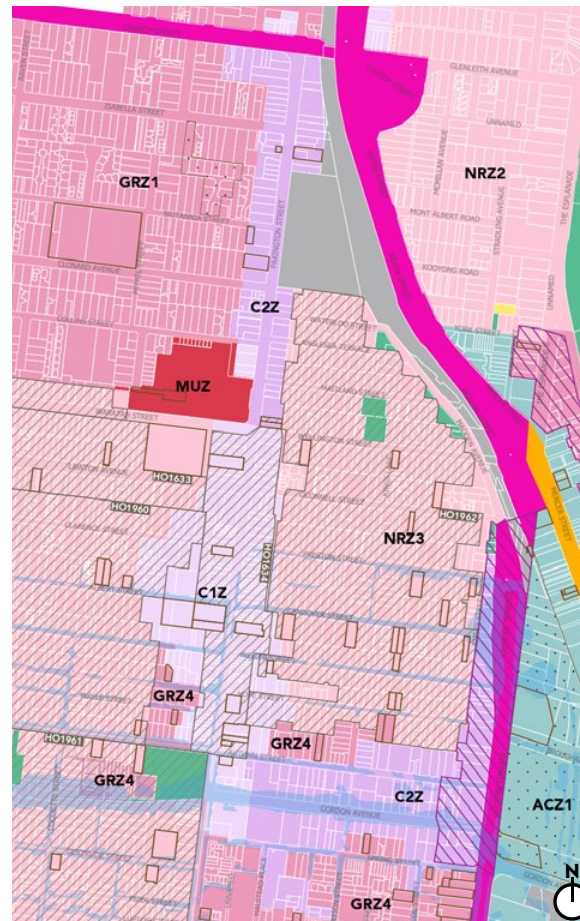


Figure 3. Existing Zones and Overlays

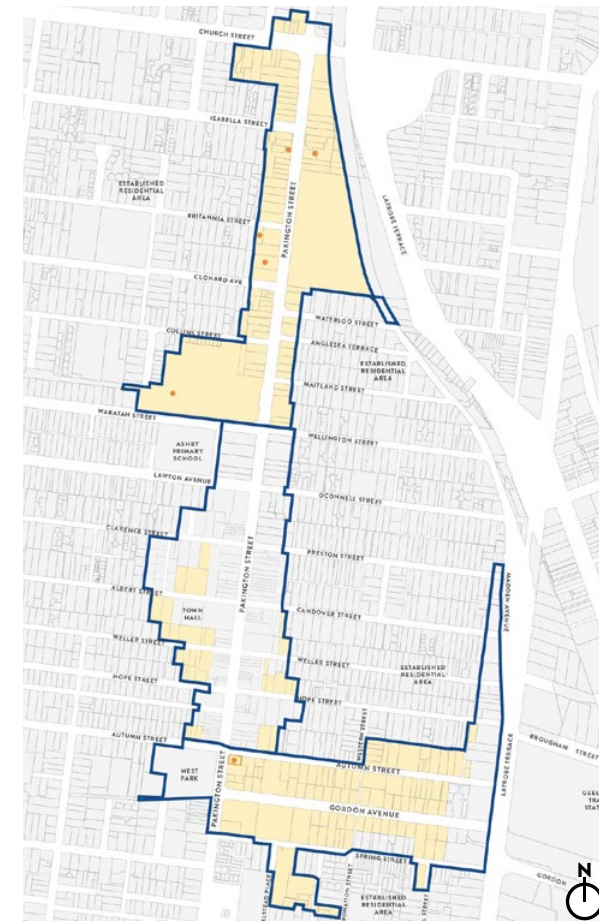


Figure 4. Parcels lacking built form controls

STUDY AREA

The study area is located in the established inner suburb of Geelong West and includes two key streets; Pakington Street and Gordon Avenue. Pakington Street is a key north-south connection bound by Church Street to the north and Barwon River to the south. Gordon Avenue is a key east-west connection between Pakington Street and Latrobe Terrace. They both play important roles in providing connections for the West to key destinations including; Geelong train station, Central Geelong, the waterfront, and the many shops and businesses in 'Pako' itself.

The area surrounding these two key streets have many established dwellings of heritage significance. The areas along Pakington Street and Gordon Avenue are established commercial areas; the central part of Pakington Street is a recognised specialised retail centre, while Gordon Avenue and the northern section of Pakington Street mainly include secondary services and bulky goods.

The location and access to existing services, public and active transport infrastructure, and established community are some of the factors that highlight its infill development potential, contributing to Geelong's sustainable growth.

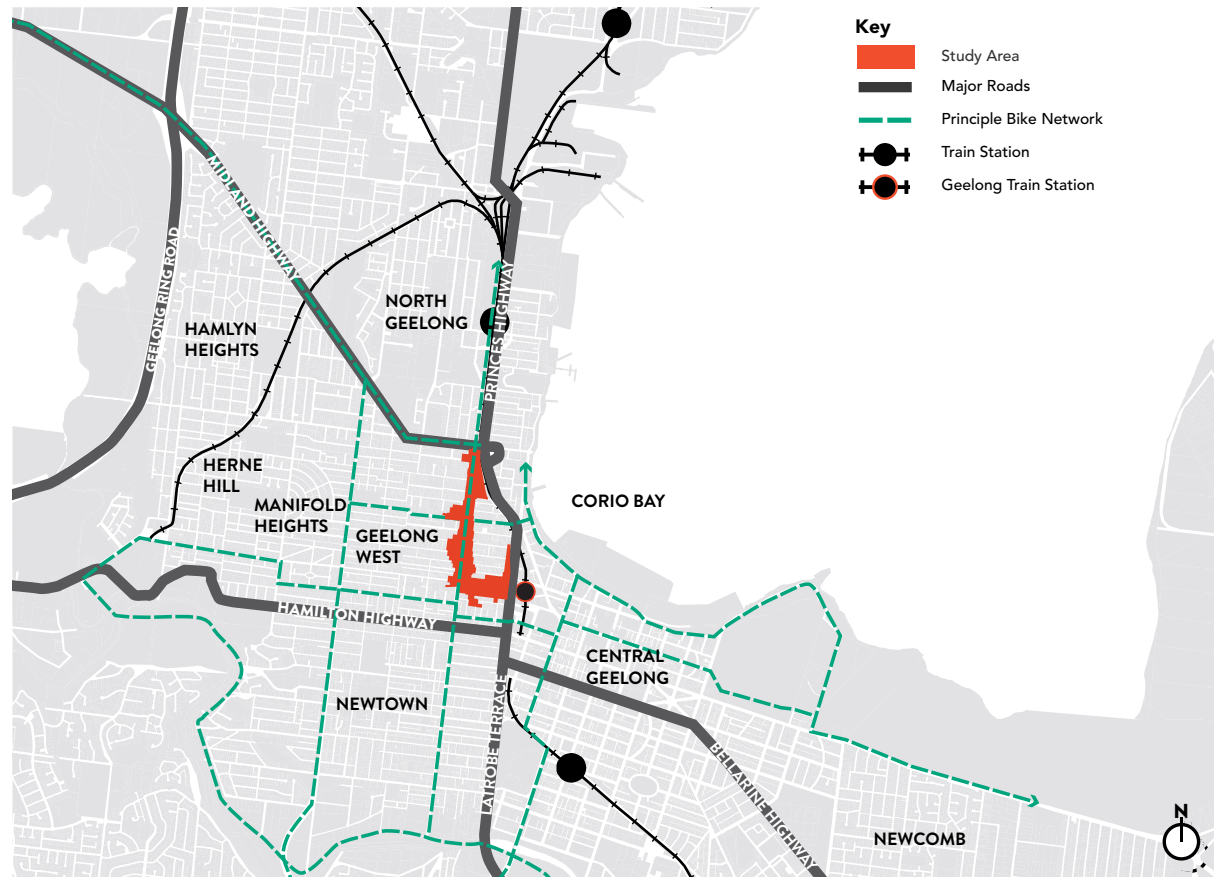


Figure 5. Site Context

02

COMMUNITY & STAKEHOLDER ENGAGEMENT

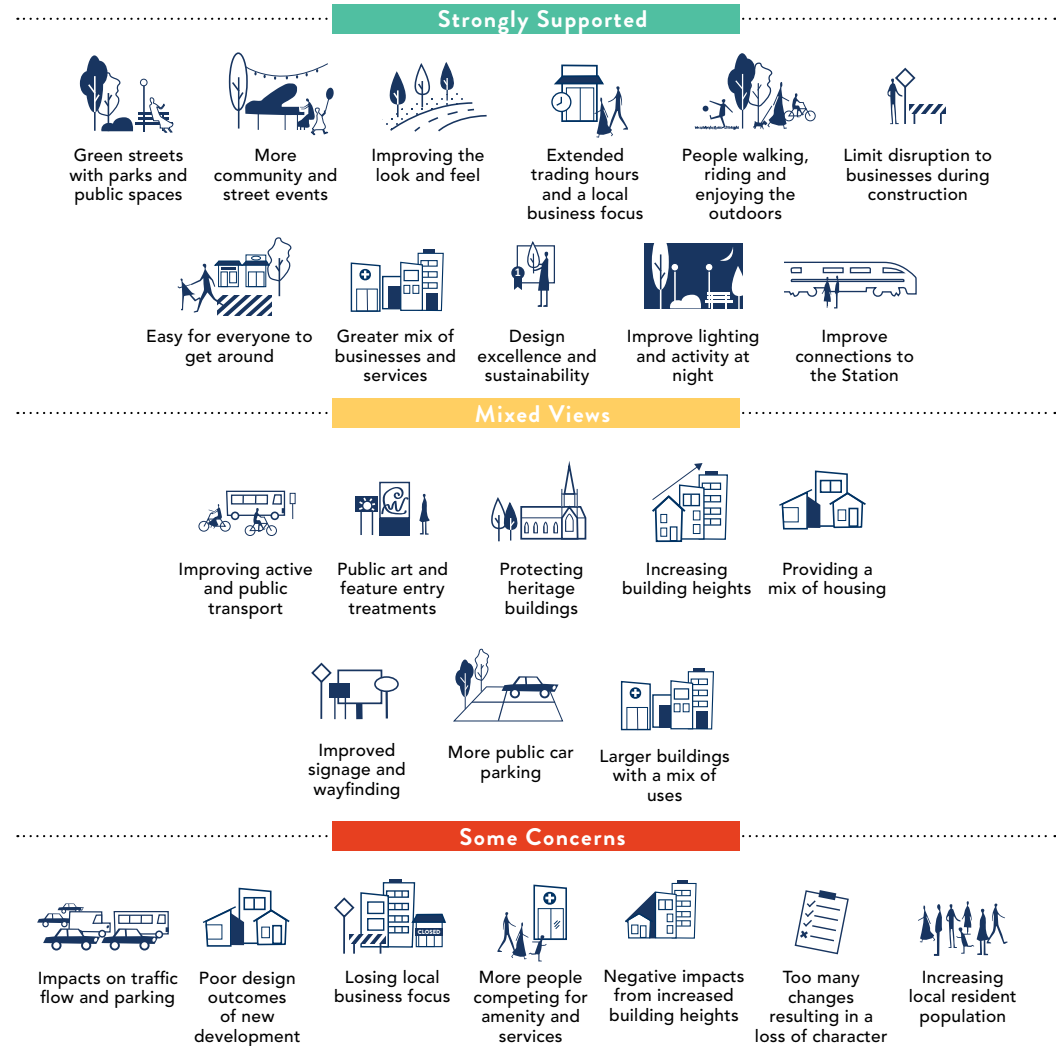
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STAGE 1 ENGAGEMENT

Vision and Focus Areas

A key part of the Stage 1 engagement process in March-April 2018, was to develop a vision for the future of the area and identify key focus areas; issues, opportunities and desired outcomes from a wide range of community members and key stakeholders

The engagement process for developing a Draft UDF involved a wide range of activities including Visioning workshops, an online survey, a trader workshop and Place Assessment and Care Factor surveys which are summarised in the Engagement Report prepared by The NOA Group.





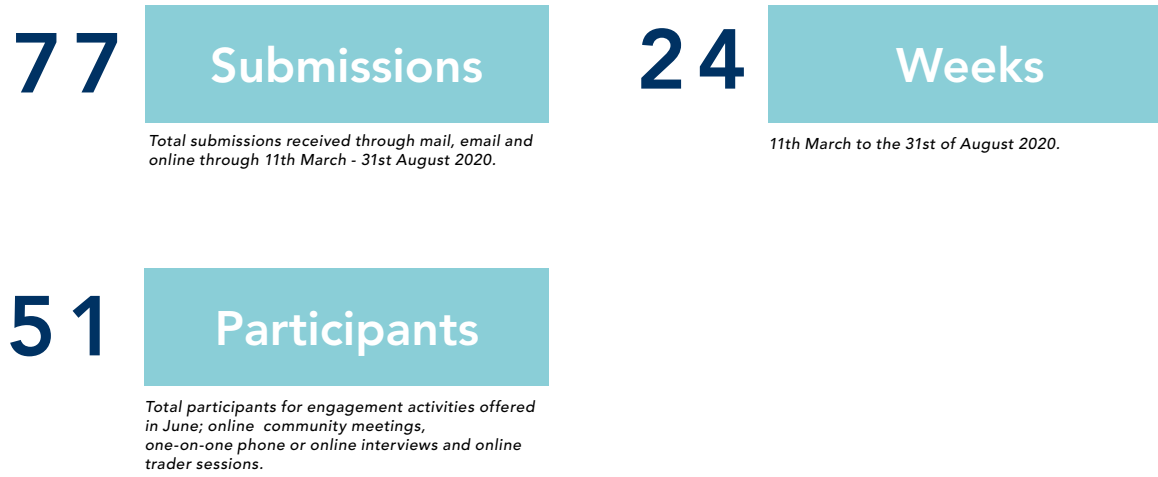
Images from the Make My Pako community workshops and Trader workshop.

STAGE 2 ENGAGEMENT

Draft UDF

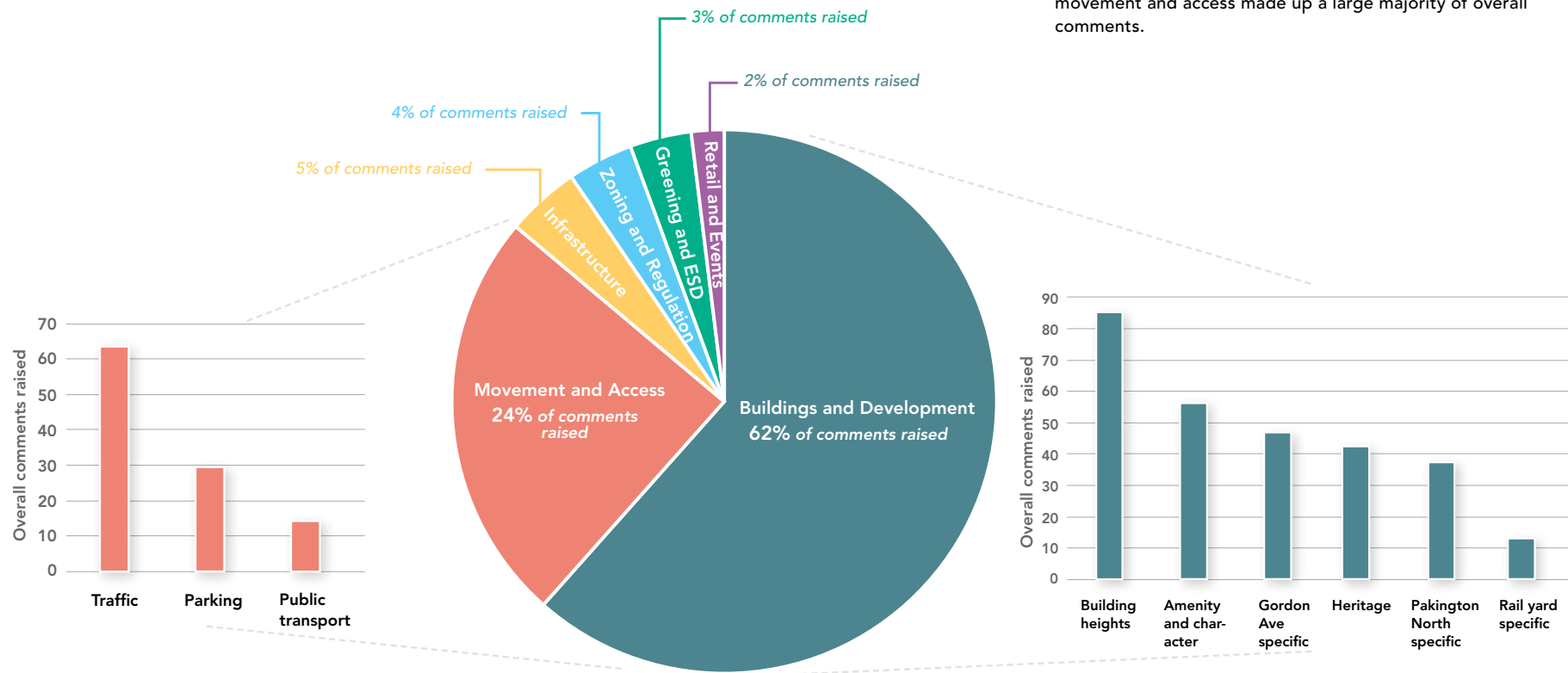
Despite the Covid19 restrictions during consultation, 77 submissions were received and 51 individuals participated in consultation activities.

Local traders were offered separate sessions at their own convenience but were largely unable to participate due to the impacts of Covid19. Their input is captured in the submission made by the Geelong West Business Association.



STAGE 2 ENGAGEMENT Draft UDF

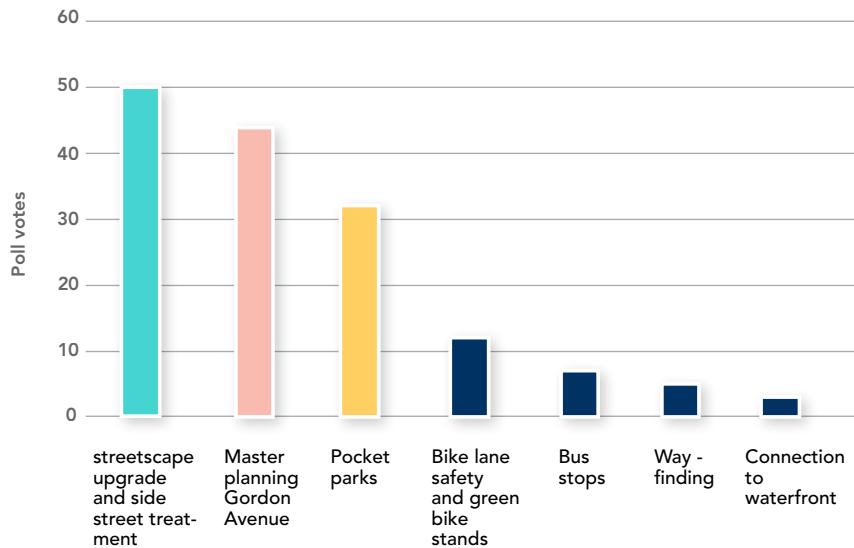
The following graph shows the total number of comments raised across various themes. Community engagement feedback was thoroughly reviewed and key topics or themes were identified. The buildings and development and movement and access made up a large majority of overall comments.



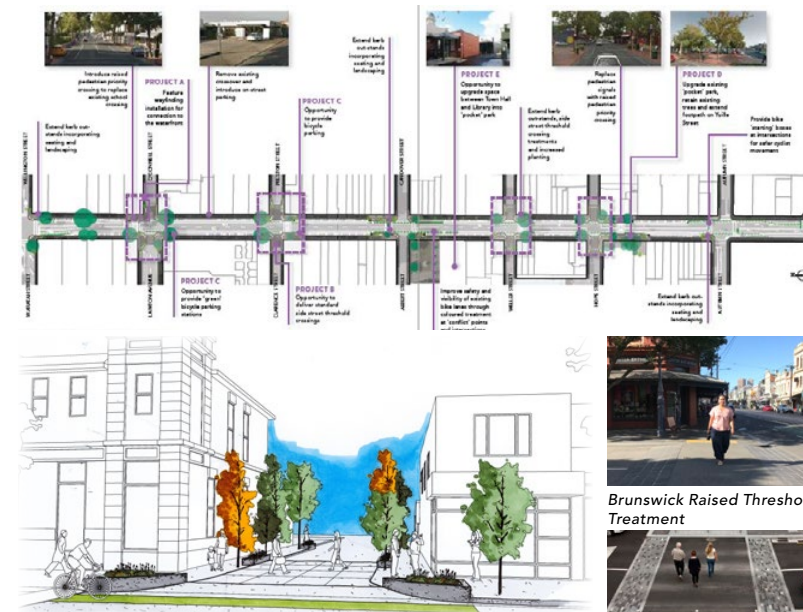
STAGE 2 ENGAGEMENT Draft UDF

Priority project poll - online sessions

During the online sessions, participants were asked to poll their three priority projects, those that they thought would make the biggest positive difference to the area. The graph below shows that streetscape upgrade, masterplanning Gordon Avenue and pocket parks were the top three priority projects. Additionally, key concerns raised during these conversations have been summarised below.



Streetscape upgrades and side street treatments



Artists illustration showing a concept design for side streets.

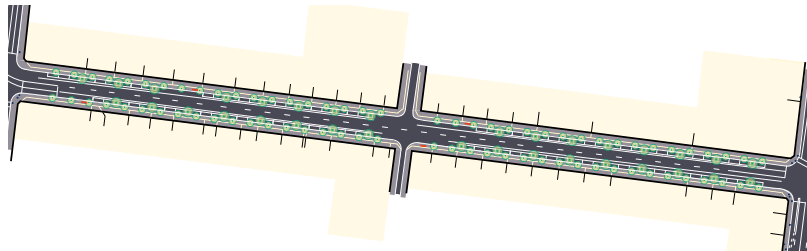
Brunswick Raised Threshold Treatment

Raised pedestrian crossing, Taradale, New Zealand

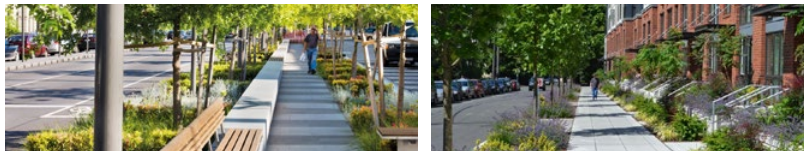
Comments

- Further information on street furniture design and footpath materials.
- Understand cleaning and maintenance required for street.
- Consider plant and tree selection to improve biodiversity in the area.
- Ensure trees selected have capacity for large canopies.
- Address any potential impacts on car parking and lower speeds to 30km/h.
- Address lighting concerns - especially in laneways.
- Clarify interruption of works to locals and businesses.

Master planning Gordon Avenue



Artists illustration showing a concept design for side streets.



Comments

- Consider plant and tree selection, involvement of Wadawurrung.
- Address Spring Street and Autumn Street as well.
- Address flooding and drainage issues.
- Managing existing space to fit in all movement and large trees.
- Improve pedestrian and cyclist connection across Latrobe and into the Geelong Train Station.
- Consider interruption to locals and businesses during construction.

Pocket parks (library and post office)



Comments

- Further information on landscaping and paving, improvements to lighting and consideration to plant and tree selection to maximise use of space.
- Clarify any impacts to car parking.
- Improve usability of town square in front of Town Hall.
- Ensure community is involved in final design of these spaces.
- Address opportunities for public art as part of these projects.
- Consider interruption of works to locals and businesses.

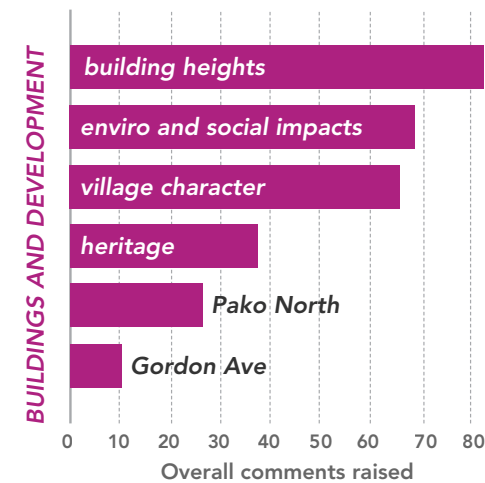
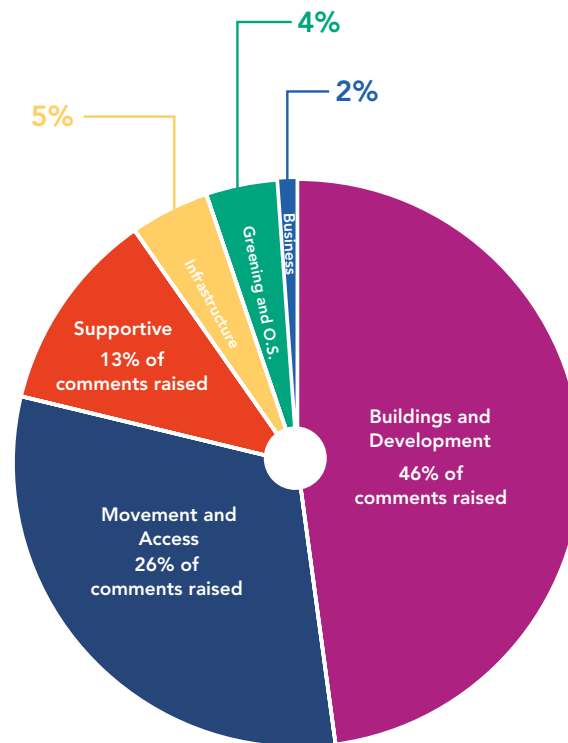
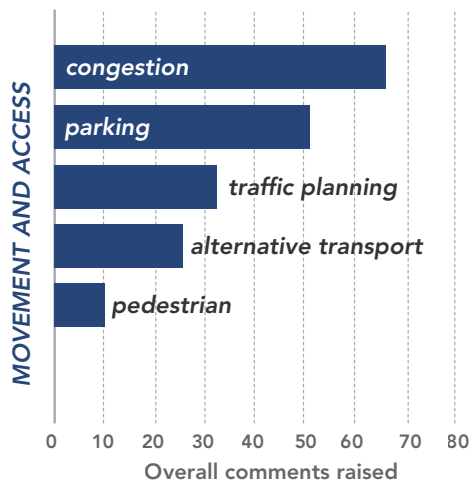
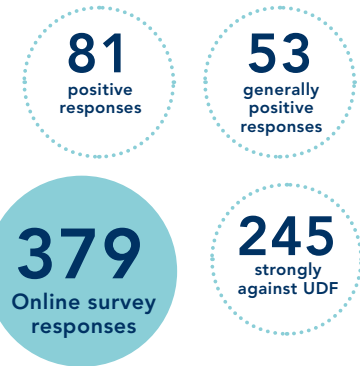
STAGE 3 ENGAGEMENT

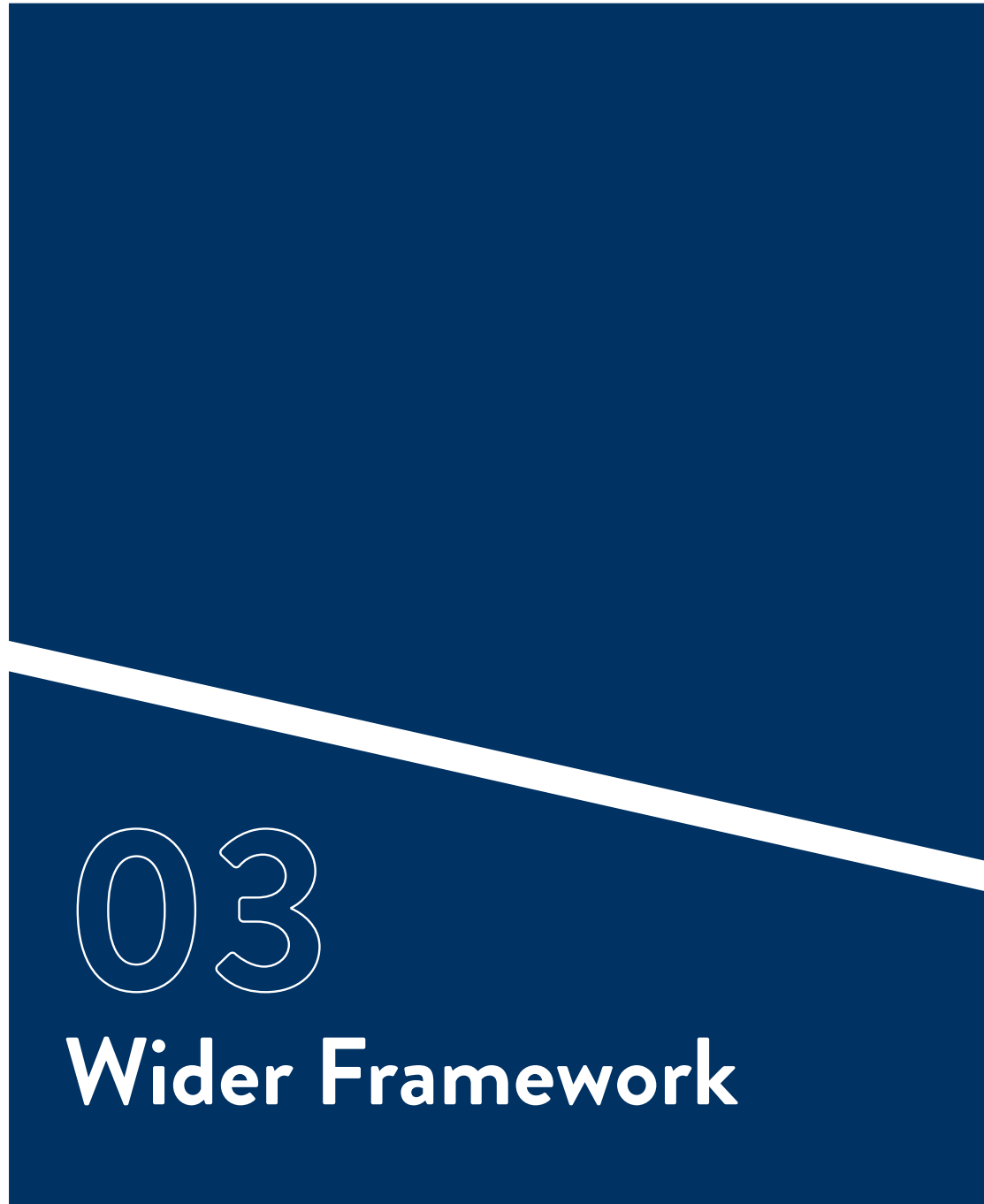
Interim Final UDF

Comments from submissions were sorted into theme areas. The Building and Development theme which included building heights, village heritage and character attracted the most comments. Movement and Access which included traffic and parking was second.

During the consultation period, a group of residents raised concerns with a focus on their perception of building heights and over-shadowing, privacy, noise, loss of village feel, Geelong West heritage, and charm. The volume and similarity of submissions around these issues made it clear that the group had successfully raised awareness of their concerns and encouraged others to submit similar comments.

However, the communications from the group of residents, did not reflect what was being proposed by the UDF. Instead, development was understood as high-rise when the UDF proposes low to medium rise infill development in response to previous community consultation undertaken in 2020.





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RELATIONSHIP TO CENTRAL GEELONG

Geelong has undergone major development over the last decade, a trend that is forecast to continue and underpinned by significant funding at all levels of Government. In order to deliver highly livable, safe, inclusive and attractive neighbourhoods and activity centres, greater investment is needed in the public realm.

The public realm relates to places that belong to everyone, comprising streets, squares, parks, green spaces and other outdoor spaces that are accessed without charge for all, offering opportunities for people to move while facilitating a variety of uses and activities.

Unlocking their potential to become people-oriented green streets is key to building a more sustainable and liveable future for our existing and future communities.

A City of Many Activity Centres



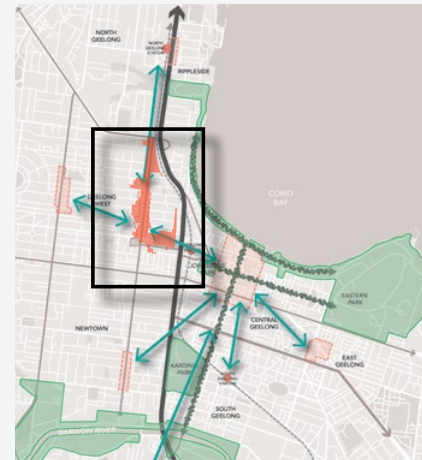
The structure of urban Geelong consists of a central city surrounded by established residential neighbourhoods with local activity centres ranging from small shopping strips, iconic specialised retail centres like Pako and large format premises like the Wairn Ponds shopping centre.

A City in a Park



A key vision for revitalising Central Geelong is to create a City in a Park. Creating green people-friendly and environment-friendly activated streets connecting public open spaces. The green spine project through Malop Street connects Johnstone Park and Eastern Park.

A City of Well Connected Places



Looking outside the city boundaries, there exists opportunity to create a network of well-connected places where people live, work and play. Acknowledging that together, they create a more resilient, diverse and adaptive urban and city environment.

A City of Diverse Housing

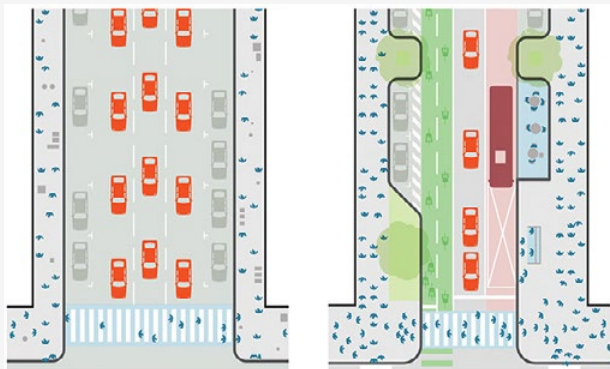


This UDF seeks to improve the vibrancy, liveability and amenity of Pakington Street and Gordon Avenue to provide better connections to key destinations. Building on their different roles and unlocking their capacity to accommodate new infill development that contributes to housing diversity.

STRATEGIC APPROACH

Street as "Place"

- Adopting a more flexible approach to how we design and experience Pakington Street and Gordon Avenue.
- Taking a people-oriented approach that promotes walking, cycling and public transport over car use.
- Creating nodes of activity with seating and vegetation that add interest to the street and generate more foot traffic.



Car-oriented street

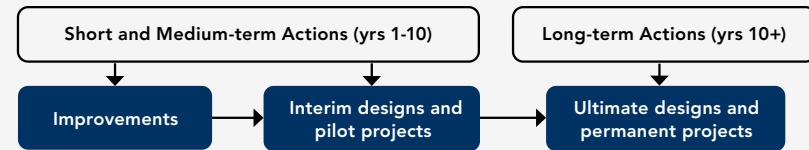
Multi-modal street

Global Street Design, Global Designing Cities Initiative, Island Press 2016



Incremental change in the public realm

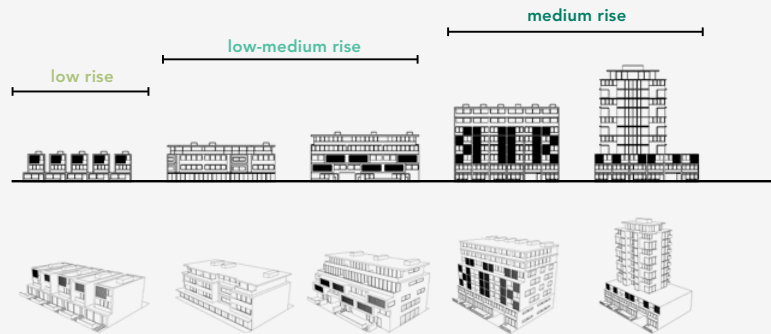
- Recognising that large-scale projects can be costly, disruptive and difficult to implement.
- Maximising the opportunity to partner with the community and stakeholders.
- Allowing flexibility in decision making through pilot and trial projects.



STRATEGIC APPROACH

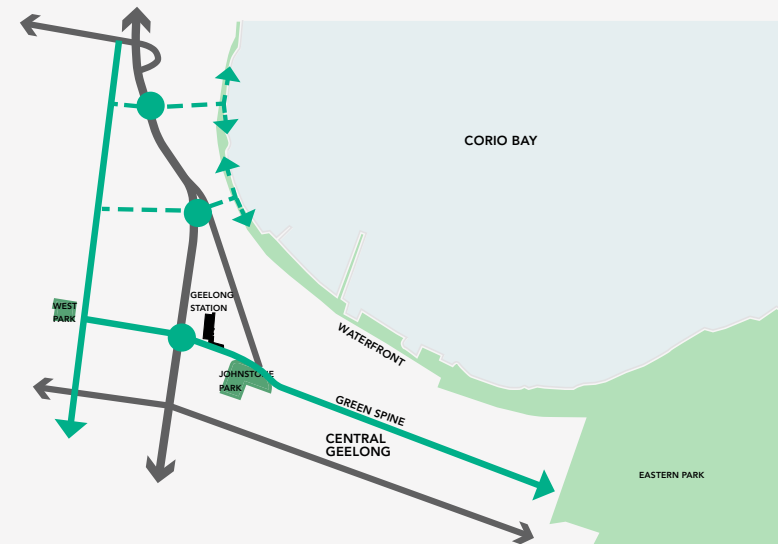
Infill development and housing choice

- Recognising the development potential in areas along Pakington Street and Gordon Avenue.
- Ensuring future development responds to context and adds to existing or desired character.
- Increasing housing mix to cater for a wider variety of lifestyles and demographics.



Connecting key destinations

- Advocating for better connections from the West to the Geelong Station, Central Geelong and the open space reserve along Corio Bay.
- Recognising the need to redesign the Geelong Station to allow better access across Latrobe Terrace, including upgrades to the Gordon Avenue intersection.
- Highlighting the opportunity for a new connection over the top of Latrobe Terrace.

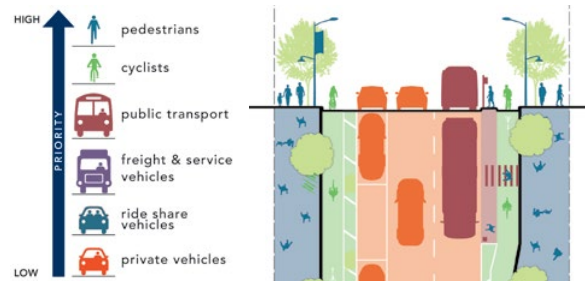


KEY STREETS

Pakington Street and Gordon Avenue

Aspiration

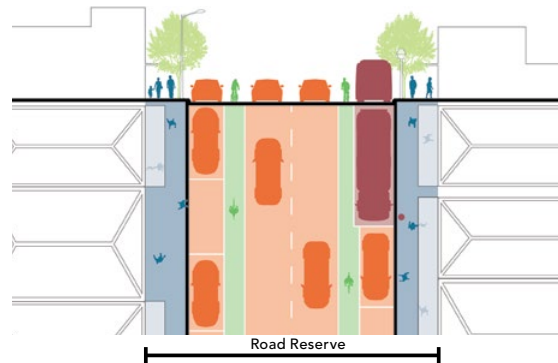
Our aspiration is to transition Pakington Street to a shared space. Works to deliver this aspirational design in Pakington Street and Gordon Avenue do not form part of the UDF. These works would be subject to future design and planning processes following implementation of the short term and interim actions.



- **Pedestrians:** wide footpaths (3.5m - 3.8m), allowing clearance zone (1.8m - 2m) for wheelchair, pram, mobility scooter access. Greater opportunity for seating, outdoor dining and/or street trading.
- **Cyclists:** buffered bike lanes located adjacent to footpath provide safest design. Note that buffer is at-grade and delineated with line-marking to avoid tripping hazards.
- **Public transport:** bus stop design and treatment optimises level of service.
- **Vehicles:** on-street parking provision and loading zones, recognising on-street parking works towards visitor convenience and calming traffic speeds.

Existing

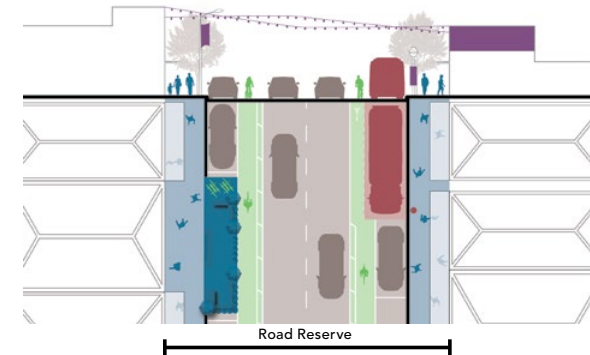
Typical street layout, noting Gordon Avenue does not currently provide for cyclists.



- **Pedestrians:** average 2.8m wide footpaths (or narrower) allow limited opportunity for street trading and outdoor dining whilst maintaining the 1.8m clearance zone for wheelchair, pram, mobility scooter access.
- **Cyclists:** average 1.4m on-road bike lane located between parked vehicles and traffic with no clearance for opening doors on Pakington Street. There is currently no provision for cyclists on Gordon Avenue.
- **Public transport:** bus stop design requires buses to leave and enter traffic lanes.
- **Vehicles:** average 3.2m two-way carriageway with on-street parking provision on both sides of the street.

Short to Mid-term

Formalising successful elements of short-term projects, including side-street design.



- **Pedestrians:** side-street upgrades. Parklet program formalised with both temporary and long-term options. Investigate widening footpaths on Gordon Avenue.
- **Cyclists:** existing bike lanes on Pakington Street remain. Investigate introducing bike lanes on Gordon Avenue. At grade buffer next to traffic lane and improved signage for cycling lanes. Increase visibility through paint treatment.
- **Public transport:** improve seating provision and bus priority.
- **Vehicles:** existing on-street parking remains on both sides of Pakington Street. On-street parking provision on Gordon Avenue to be reviewed. Potential to introduce parklets in temporary or long-term options along Pakington Street.

VISION

Over the next 25+ years, the Pakington Street (Geelong West) and Gordon Avenue area will be a vibrant, compact and thriving urban village that is:

A place of Inclusion

A village that showcases universal design to ensure everyone can access the varied local attractions, services and businesses offering plenty of opportunities for all to participate and contribute to the vibrant street and community life.

A place of Opportunities

A village that provides a variety of spaces and places to rest, reflect and socialise that are comfortable, attractive and relaxing. There's always something happening with plenty of community events showcasing local design, culture and business.

A place for People

A village that puts people first and respects the human scale at the street level. Designing streetscapes that allow for the integration of varied transport modes while giving enough room for activities. The green leafy trees provide shade and comfort helping to create a healthy, safe and attractive urban village.



Artists illustration of a concept design at intersection of Hope and Pakington Street opposite the Geelong West post office.

GUIDING PRINCIPLES

Shared Vision

The long term success of the Precincts requires collaboration between the local community and the public and private sectors, who all have an interest in the area and benefit from ensuring it continues to thrive.

Thriving Business and Activity

There is a unique range of niche specialised retail, offices and cafés in the three Precincts that benefit from the exposure and address to Pakington Street. Improvements to the public realm, access for everyone and a growing residential population will continue to support growing local businesses.

Places for People

Streets should be designed for people to enjoy public life. Attractive, friendly and safe streets are key to providing amenity for residents and visitors of all ages and abilities; having the potential to attract and retain business and economic activity. There exists opportunities for public and private investment.

Urban Greening and Sustainable Development

Apart from the aesthetic benefits of incorporating more trees and landscaping, quality green urban areas positively impact biodiversity, human health and well-being and liveability of Geelong West. In order to build a better future for the area, we must advocate and support sustainable development.

A great place for Everyone

As the Precincts continue to develop into people-friendly environments, serving a diversity of local residents and visitors, their built environment and streetscapes must showcase universal design, ensuring services and public infrastructure that is safe, convenient and accessible to everyone.

Design Excellence

Well designed and maintained buildings are a key part of what creates local identity and influences the attractiveness of the area as a place to visit or invest in. Built form should respect the human scale, showcase heritage buildings and invite activity to spill out onto the street.

Identity and Place

There are many opportunities to enhance the sense of identity and place in the area. Celebrating its history and adding public and community art that can promote local creative talent and supports more events.

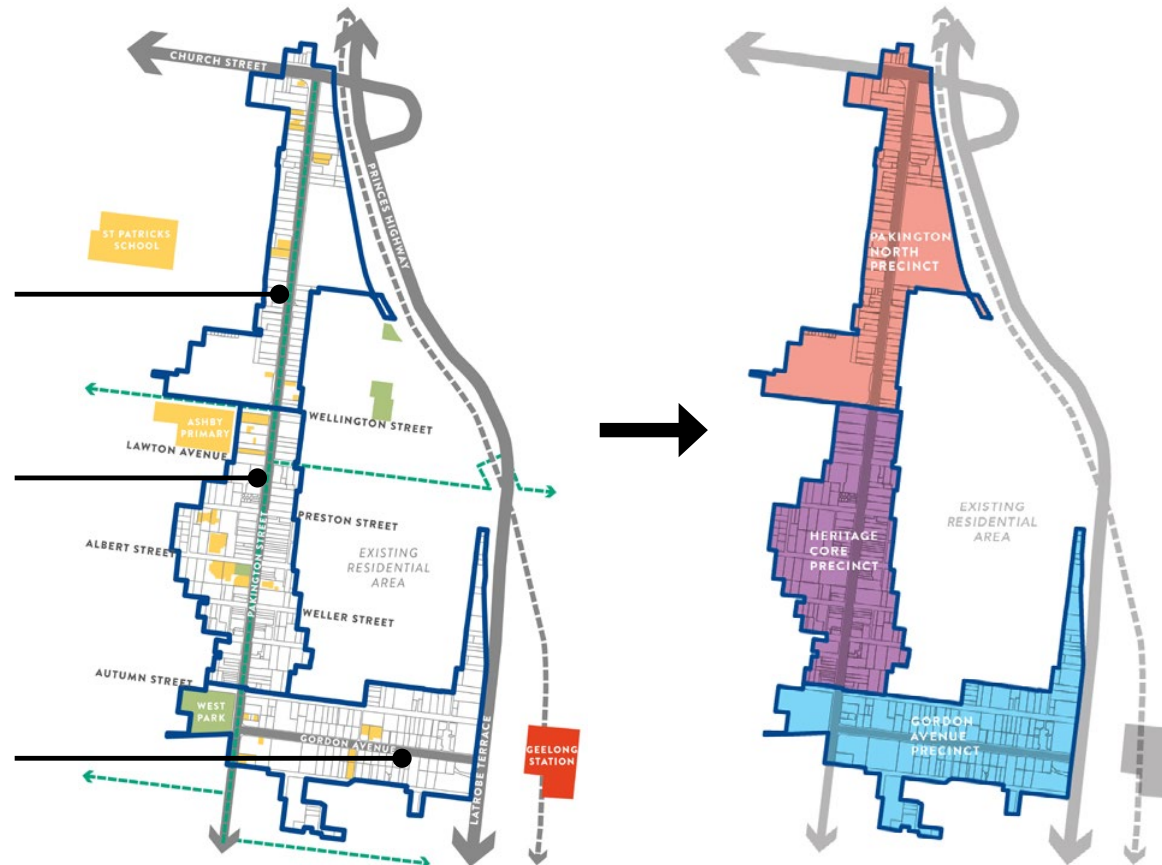
THREE DISTINCT PRECINCTS

The UDF recognises the existing distinct character of three areas which are referred to as 'precincts'. The boundaries generally reflect transitions in character, land use and built form, informing potential to enhance their character. The approach is to enhance these distinct areas, to maximise what they each have to offer and improve their connections to each other and key attractors such as Central Geelong.

The Pakington North Precinct stretches along Pakington Street from Church Street to Waratah/Wellington Street; with a mix of office, restricted retail, and emerging cafés and restaurants. This precinct is currently in a Commercial 2 Zone.

The Heritage Core Precinct is the area that comes to mind when you hear the term 'Pako' - stretching along Pakington Street from Waratah/Wellington Street to Autumn Street; with a mix of locally owned specialty retail, cafés and restaurants, the Town Hall, library and post office, among others. This precinct is currently in a Commercial 1 Zone.

The Gordon Avenue Precinct stretches along Gordon Avenue from Pakington Street to Latrobe Terrace; with a mix of large format retail, warehouse and office space. This precinct is currently in a Commercial 2 Zone, though parcels opposite West Park are currently in a Commercial 1 Zone.

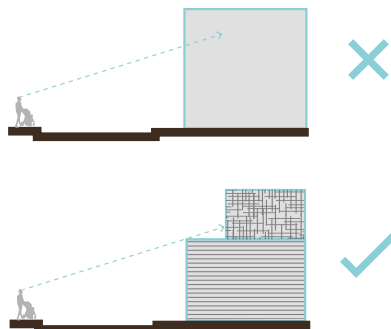


BUILT ENVIRONMENT

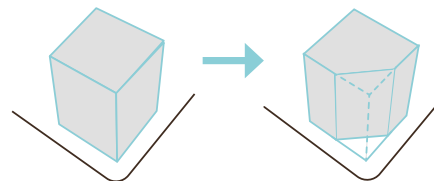
Objectives

A. Design buildings that are sensitive to the context

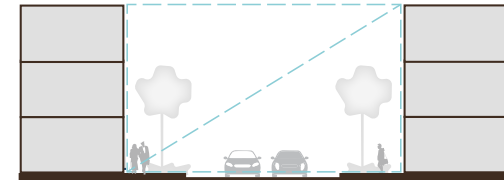
- To reduce visual bulk by using vertical recesses in buildings, changes in facade design and a mixed palette of materials to present larger-scale buildings as a series of smaller, complementary buildings.
- To minimise the scale of taller building elements and carefully locate them to reduce visual bulk as seen from the street and overshadowing in the public realm.
- To provide a distinction between the lower building levels and the upper building levels through changes in form, details and materials that create visually recessive upper levels.



- To maintain solar access to identified streets and open spaces between 11am and 2pm at the spring equinox.
- To encourage developments that fit within the low-scale residential heritage context of predominantly 1-2 storey detached dwellings with front and back gardens.
- To encourage developments that respond to the corner location by providing an expanded public realm at intersections through the provision of chamfered corners.



- To provide street walls that relate to the overall width of the street and create a positive sense of enclosure.

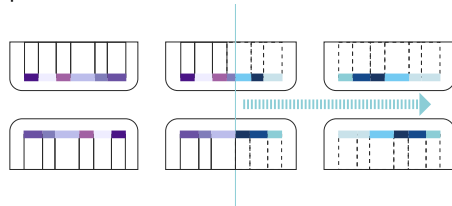


- To predominantly provide a more consistent street wall in the Pakington North precinct that relates to the existing character of Pakington Street in the Heritage Core precinct.
- To moderately increase street wall heights at intersections (1-2 storeys) if the building facade is well-resolved and designed to minimise visual bulk.

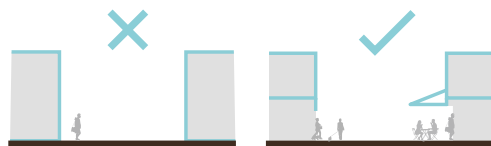


B. Create engaging streets and laneways

- To provide high-quality retail frontages (nominally 5-10m wide) along Pakington Street and western portion of Gordon Avenue to extend the fine-grain character of the historic Pakington Street retail precinct.



- To encourage a mix of small and medium scale tenancies along Pakington Street and Gordon Avenue that support a mix of different uses.
- To encourage high quality active frontage and passive surveillance of the public realm.
- To encourage provision of laneways which are open to the sky, publicly accessible, attractive, provide a direct route and where opportunities for activation and passive surveillance are maximized.



- To minimise the extent of servicing located on primary street and pedestrian link / laneway frontages and integrate the design of servicing into the overall design of the ground floor.
- To integrate signage into the design of the ground floor facade.
- To discourage signage that dominates buildings or obstructs glazed areas.
- To minimise wind effects of taller built form and improve amenity within existing and proposed new connections.
- To ensure façades turn the corner at the intersection of streets and laneways to create continuity in the public realm.



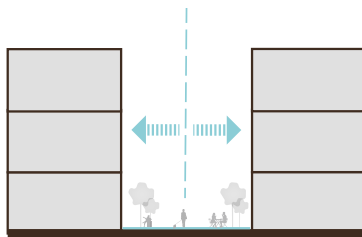
9 Smith St, Neometro



Nightingale 2.0, 6 Degrees

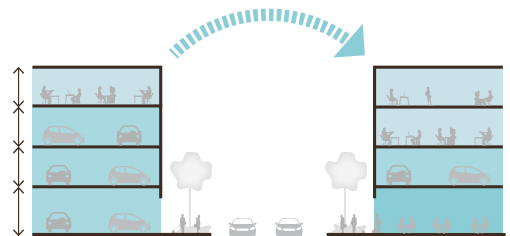
C. Deliver high-amenity housing and commercial tenancies

- To deliver high quality buildings that range in height and integrate landscape as a key driver of building design.
- To deliver internal amenity and development equity between sites by providing adequate building separation.



- To ensure that internal privacy is well-managed in buildings through building separation, landscape interventions and the careful location of windows.
- To avoid reliance on screening to manage privacy issues at the ground floor and at upper levels.

- To provide adequate floor to floor heights that support good internal amenity outcomes and the adaptability of floorspaces over time.



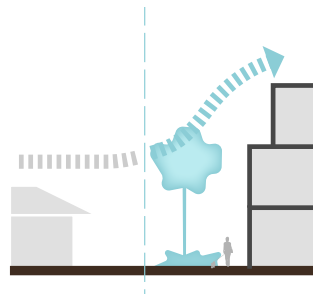
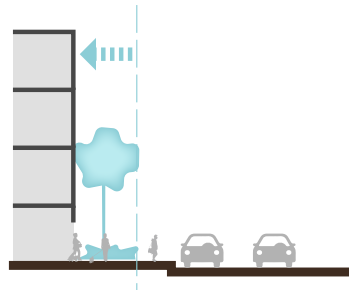
- To provide an integrated design response to manage flood risk that integrates landscape and eliminates the need for steps at the street interface in the Gordon Avenue precinct.



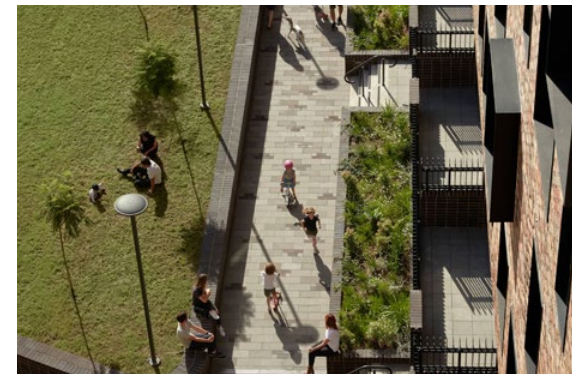
D. Integrate landscape as a key driver of building design

- To integrate landscape as a key driver of building design through the provision of functional open spaces (e.g. central courtyards) and landscaped areas to the front and rear of buildings.
- To provide ground floor landscape setbacks at the interface to low-scale residential streets that reflect the consistent character of ground floor setbacks along the street.
- To provide rear landscape setbacks at interfaces to sensitive residential areas to manage the transition to low-scale residential areas.

- To provide landscape setbacks along traffic streets to improve ground floor amenity in the precinct.



Roseneath St, Fieldwork



Arkadia, Breathe Architecture

BUILT ENVIRONMENT

Controls

Balancing Design Flexibility and Certainty

The proposed built form outcomes have been developed through analysis of existing conditions and the application of the design objectives within each precinct and character area. Attention has been paid to holistic design outcomes and to specific relationships between new development and the existing context, for example, to the street, or to adjacent low-scale residential areas.

Specific site conditions of an individual site may support variations to the proposed built form outcomes. Providing opportunities for flexible design responses to these localised conditions can lead to enhanced design outcomes.

The following Table (Table 1) assesses the potential impacts of variations to the preferred design outcome. This assessment demonstrates that variations to the ground level building setbacks and the solar access controls would result in an unacceptable outcome. A mandatory built form control is therefore proposed to apply to ground floor setback requirements and solar access requirements.

However, minor variations to buildings heights, upper level setbacks to streets and laneways, setbacks to adjacent residential uses and site coverage could be acceptable if it could be demonstrated that the design objectives could still be met. This would need to be demonstrated through a site specific design response.

Table 1: Potential Impacts of Variations to Preferred Design Outcomes

Proposed control	Are minor variations on individual sites acceptable?	Explanation	Proposed method of regulating the outcome
Ground level setbacks to streets, laneways and parks	No	A reduction in the setback would have a number of negative consequences: <ul style="list-style-type: none"> • Varied building setbacks will create an incoherent, visually cluttered streetscape resulting in a precinct of poor character. • This could also introduce safety issues due to the introduction of concealed spaces. • Loss of dedicated landscape areas which would undermine the delivery of the vision and design objectives, • Poor amenity internally for ground level apartments 	Mandatory
Upper level setbacks to streets and laneways	Yes	A minor variation to these setbacks could be acceptable on some sites in response to existing adjacent conditions or as a result of detailed building design that reduces the visual bulk of upper levels.	Preferred (discretionary)
Buildings setbacks to adjacent residential uses	Yes	A minor variation to these setbacks could be acceptable on some sites in response to existing adjacent conditions.	Preferred (discretionary)
Site coverage	Yes	A minor variation could be acceptable, however, a high degree of landscape planting would need to be delivered, including large scale canopy trees (on sites with 60 or 70% coverage) and sufficient communal and public space.	Preferred (discretionary)
Overall building height	Yes	A minor variation in building height is likely to be acceptable on some sites without compromising the overall character of each precinct. This would need to consider impacts on heritage and amenity outcomes.	Preferred (discretionary)
Street wall	No	A variation in street walls will have detrimental impacts on the scale and enclosure of the street and potentially impact sunlight access to public space.	Mandatory
Solar access controls to streets and parks	No	No variation is acceptable as the incremental loss of sunlight to public space would permanently reduce the quality of the environment for pedestrians and park users.	Mandatory

Building Density

Owing to the proximity to amenities such as the Geelong Train Station, Central Geelong and the popular 'Pako' retail strip, the UDF area is increasingly seeing development interest in the recent past. The proposed rezoning will only further escalate development pressure in and around the area. Presently, most parcels lacks built form controls that can adequately achieve high quality outcomes and it is pertinent to put in place controls that not only provide flexibility but also a level of certainty in terms of density which facilitates efficient planning of future infrastructure. Floor Area Ratios (FARs) have increasingly become a common tool to manage density of development and maintain the character of the area whilst managing competing interests.

"Floor Area Ratio (FAR) or plot ratio represents the density of a building or buildings within a land parcel. It is measured as the ratio of a new buildings total floor area in relation to the size of site it is being built on".

FARs enable site specific responses and sets clear development yield whilst ensuring that a range of varied building typologies can be delivered rather than building out each site to its maximum envelope.

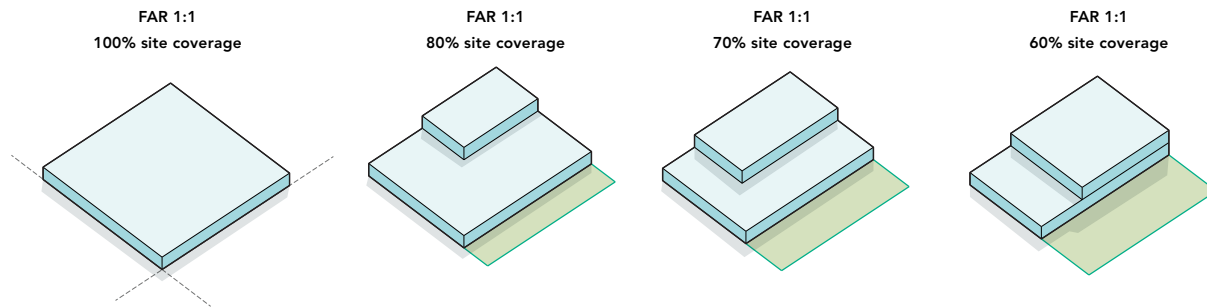


Figure 6. Example illustration of 1:1 FAR across 60%, 70% and 80% site coverage

The flexibility enabled in this approach allows for new laneways, heritage retention and additional open spaces which do not affect the total development yield of the site. A developer would need to determine which FAR applies based on the building height and site coverage control that applies to their site. The proposed FAR is to be a mandatory in nature so as to be effective in responding to aspirations for the precincts.

There are 3 key areas of the UDF where FARs will apply owing to presence of larger parcels and increased opportunities for landscape and new open spaces.

Building Heights	Site Coverage		
	60%	70%	80%
4	2.4	2.8	3.2
6	3.6	4.2	4.8
8	4.8	5.6	6.4
10	6	7	8

Proposed Floor Area Ratio Controls

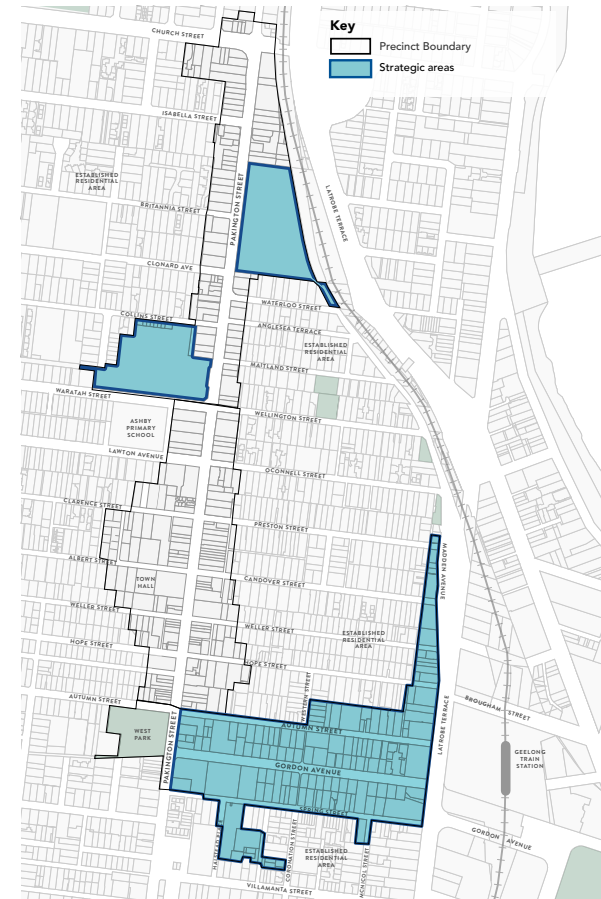


Figure 7. Strategic areas.

Floor heights

In order to ensure that new development allows for the future adaptation of lower levels for a different use over time and high internal amenity for residential uses above the street wall, buildings should provide a minimum floor-to-floor height of:

- At least 4m at ground floor.
- 3.5m for upper levels for non-residential uses (including car parking structures).
- 3.2 metres for upper levels for residential uses.

Building Separation

Adequate building separation distances are required to ensure that good levels of daylight and sunlight enter into buildings and into private or communal open spaces. Building separation also ensures that an outlook is provided from within buildings to connect occupants to the outside world. Both of these improve internal amenity for future residents.

Building separation is also important to provide development equity, ensuring that the way one site is developed does not diminish the potential to deliver a well-designed building on the adjacent site. Building separation is achieved by setting buildings back from side and rear boundaries and by separating buildings within sites. The following are the side setbacks requirements if building is built to boundary:

- 4 storeys or less - No minimum side setbacks within preferred maximum street wall height.
- 5 - 8 storeys - 6m minimum side setbacks above 4 storeys.
- 8 or more storeys - 10m minimum side setbacks above 4 storeys.

Car Parking

Though basement car parking is preferred, where car parking is provided above ground it must be sleeved with active uses along street frontages and laneways are designed and located to minimise impacts on footpaths of vehicle entries and ramp access.

Standalone multi-storey car parks should not be visible from the street and be located behind buildings.

Developments should design off-street car parking facilities to have the ability to convert standard parking spaces into additional electric vehicle charging spaces in the future, should the demand increase.

Provision of electric vehicle charging stations equipped with at least 50kw charging facilities is encouraged.

Developments are encouraged to provide less than the preferred maximum number of car spaces where there is a genuine commitment to providing alternative transport options. A suitable sustainable transport strategy should be produced to the satisfaction of the Responsible Authority as part of the permit application.

Developments are encouraged to explore the possibility of providing shared car parking between different land uses, pairing land uses that are expected to experience different peak car parking demand times.

Access

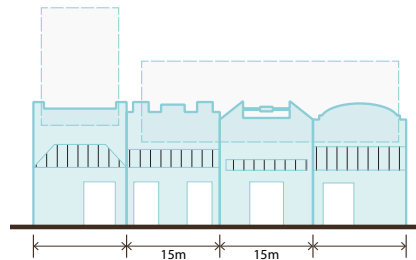
- Vehicle access to private car parking is to be located away from the primary pedestrian network where possible, to support increased amenity and safety for pedestrians.
- Ramp grades into new basement car parks should be designed to ensure the safety of pedestrians along footpaths.
- Impacts of private vehicle access points related to new developments on pedestrian, public transport and bicycle priority routes is to be reduced.
- Developments are to consolidate vehicle access points (including loading, car parking, etc.) to minimise the number of crossovers.
- Larger developments are encouraged to provide facilities to have waste collection and loading undertaken on-site or from side streets.
- Developments are required to maintain a balance between providing car parking and shared resources / promoting sustainable transport options.
- High levels of and easy access to bicycle parking facilities in new developments should be provided, including end of trip change rooms, showers and lockers.

Designed for People

- Developments should adopt and demonstrate the use of the latest Crime Prevention Through Environmental Design (CPTED) principles.
- Developments that directly face or are adjacent to public open space should provide views (passive surveillance), movement and activation to these spaces.
- Proposals should incorporate and promote a diversity of building types.
- Developments should minimise the potential for off-site impacts, including from noise, fumes, odour or vibrations.
- Developments should ensure that waste and recycling facilities are accessible, adequate and integrate with the building design.
- Developments should provide opportunities for the ground floor to spread out onto and interact with the street.
- Residential components of developments should consider meeting a Silver Level performance in Liveable Home Design.
- Wind reports should be provided for all developments of 5 storeys or more.
- Wind mitigation strategies should be provided on site.

Architectural Expression

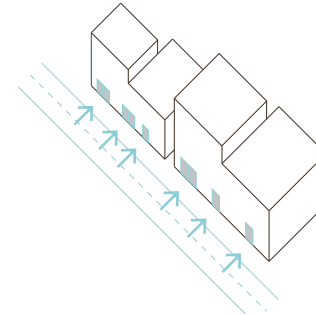
- Ensure new developments enhance streetscape character and respect adjoining residential and heritage areas and landmark buildings.
- Modulate façade frontages to provide visual interest, allowing continuous façades for no more than 15m. Avoid using surface effects to provide modulation.



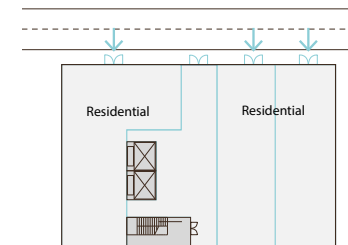
- Design buildings to address the street, with legible and direct entries to support street activation. Maximise the number of doors which face the street.



- If ground level residences are proposed, encourage provision of direct access.



- Encourage active frontages which employ depth and tactility with high quality materials, as opposed to shallow floor to ceiling glazed façades. Encourage providing operable windows.
- Encourage use of natural, tactile and visually interesting materials and façade treatments at ground and upper levels.

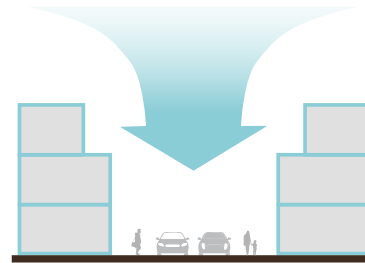




- Avoid large signage or graphic displays which interrupt views in/out from tenancies and dominate built form.
- All walls visible from the public realm should be designed as an integrated three-dimensional component of the building. Avoid blank walls or walls with only colour or minimal textural variation. Where side elevations adjoining other properties are built on a boundary, or reasonably anticipated to be obscured by future development, they should continue to be designed to be viewed.
- Building design is to comply with the City's Environmentally Sustainable Design policy.
- Provide balconies and habitable windows towards laneways to increase passive surveillance opportunities. Encourage providing doors and operable windows at ground level to support activation.



- Ensure laneways are open to the sky and publicly accessible.



- Integrate plant equipment and services into the built form design. Avoid placing services on main streets and grouping them together to create long inactive edges.
- Avoid using solid roller shutter doors or security grills.
- Roof plant and services should be designed to be located out of sight from the public realm. If screening is visible from the street, it should be integrated with the façade of the building.
- Use low-height or semi-transparent front fences to assist informal surveillance of the street.
- Allow a maximum 75% glazing on any façade and provide 50% visually permeable balcony balustrades.

Exceeding preferred built form controls

Noting that the primary purpose of performance based schemes is to "accommodate variation, innovation, unforeseen uses and development or circumstances peculiar to a particular application to produce results beneficial to the community" (PPN59). In instances where the preferred built form controls are varied by development applications, one or more of the following criteria should be met:

- Architecture and urban design excellence (determined by Design Review) as a mandatory requirement for consideration for variation,
- Exceeding the minimum GreenStar rating for ESD,
- Community benefit (e.g. social and affordable housing, public realm enhancements, and additional open space)

SOCIAL AND AFFORDABLE HOUSING

Social and affordable housing contributes to our urban infrastructure just like transport, water management, open space, health, education and other community infrastructure. They are all essential infrastructure necessary to support sustainability, health and economic productivity of the Pakington Street and Gordon Avenue precincts as well as the broader Greater Geelong community.

Social and affordable housing are also required within the Pakington Street and Gordon Avenue Urban Design Framework (UDF) to fulfil Council's vision for a "vibrant, compact and thriving urban village" and to achieve objectives set out in the City's Social Housing Plan.

The Pakington Street and Gordon Avenue UDF has both state and local policy support as well as strategic justification for introducing a social and affordable housing requirement that are applicable to all development applications in order to address the severe shortage and need. This requirement would see proponents entering into enforceable agreements as a condition of development approval.

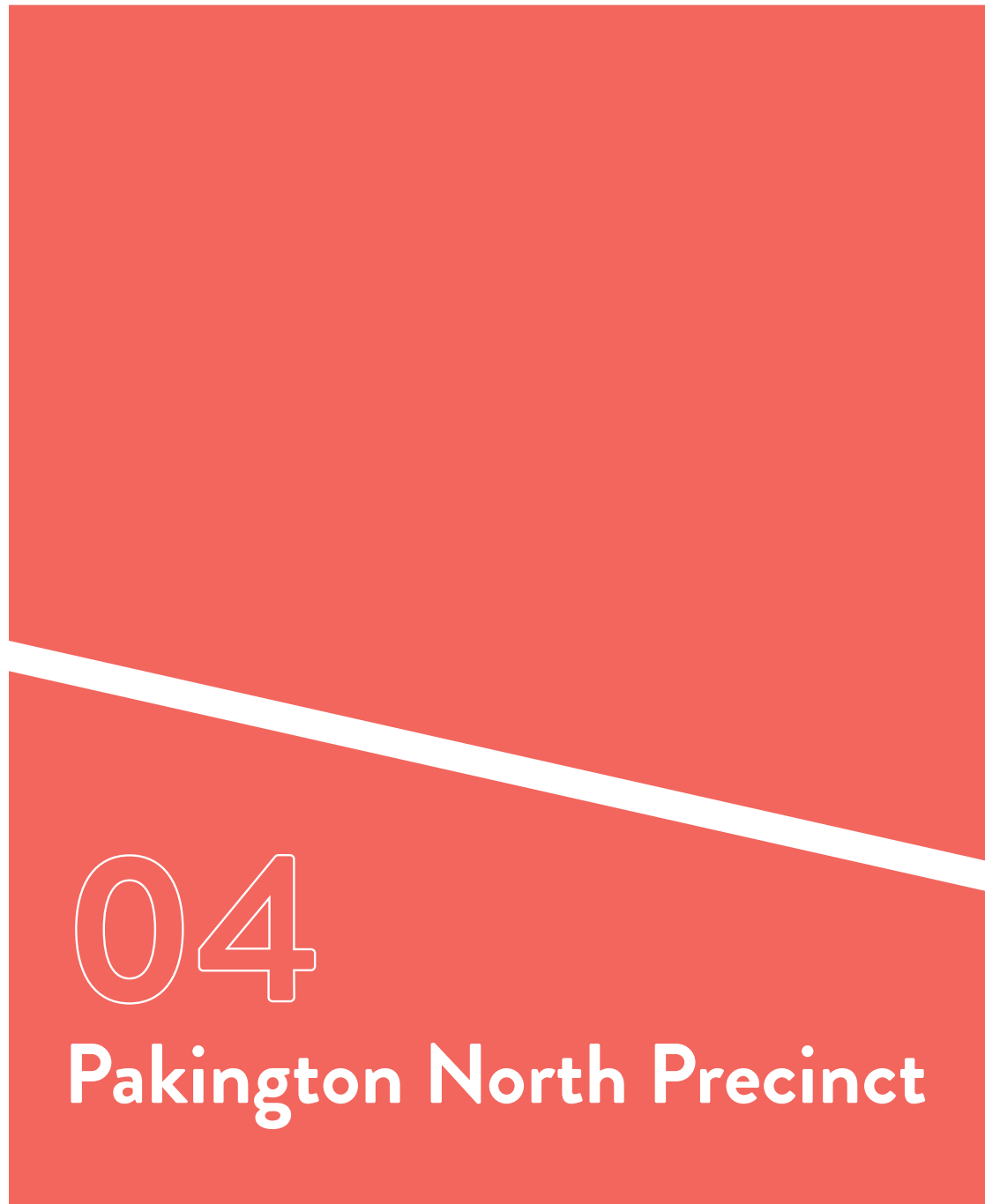
In 2050, the Geelong community will require approximately 11,000 social housing dwellings which is 14% of total dwellings to be delivered in Geelong. One third of these, or 3,700 units (4.6%), could reasonably be expected to be delivered through planning and development approval process.

In calculating an appropriate contribution rate, a reasonable assumption has been made that the Commonwealth Government, the state government, and developers and the planning system each share responsibility for meeting measured existing and future need. As such, each is required to deliver one third of the total social housing infrastructure required for healthy, sustainable communities.

In order to address the need, a requirement for social housing floor space via a cash or dwelling contribution shall be attributed to each successive unit of development. By attributing the 1/3 (or 4.6%) of social housing need to the total residential and commercial floor space to be delivered, the indicative equivalent contribution can be then negotiated through a Section 173 agreement to either:

- Include social housing units in the project at the rate of 0.022 sq m (GFA) for each square metre of commercially saleable or leasable floorspace (GFA) in the building(s) in question, with these social housing units being delivered at zero consideration to registered community housing provider, or
- Provide a cash-in-lieu payment into the Geelong Affordable Housing Trust at the rate of \$161.87 (indexed annually to movements in unit dwelling prices in Geelong) for each square metre of saleable or leasable floorspace, or
- A combination of these two to reflect the value of partial dwellings to be indicated.

The City has appointed a qualified expert to determine the appropriate level of social and affordable housing contributions noted above. Further work will be undertaken as part of the planning scheme amendment process to apply the local policy framework and site-specific planning requirements to give guidance to the implementation of the contributions.



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CONTEXT APPRECIATION

The Pakington North Precinct stretches along Pakington Street from Church Street to Waratah/Wellington Street. The precinct developed over time as a peripheral area to the Heritage Core Precinct, traditionally incorporating office and restricted retail, but has gradually transitioned to more retail and hospitality uses.

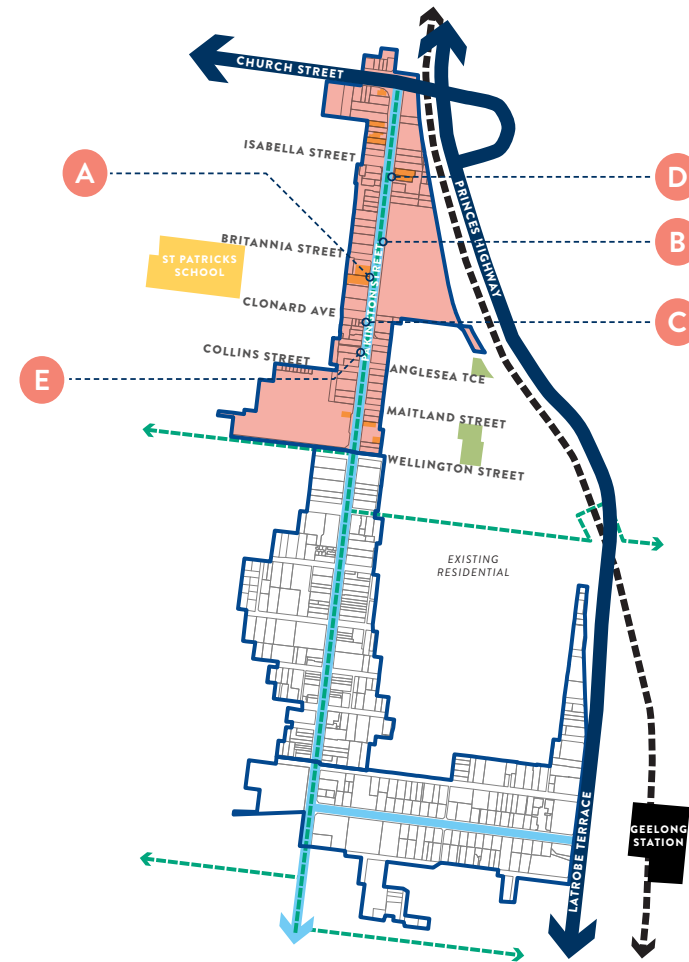
The streetscape is disconnected from the greener, more people friendly environment in the Heritage Core Precinct. There are less trees, inconsistency in the built form, inactive interfaces and a greater dominance of car parking. There is an opportunity to extend elements of the valued character of Heritage Core further north to improve the amenity of the street. The building design, streetscape and uses in the area currently limit the amount of activity that can spill out onto the street. However, the precinct's access to existing services and infrastructure, along with its larger property sizes means the precinct has potential to support more residential uses.

The City recognises the need to advocate for sustainable growth by encouraging development in areas that are within walking distance to existing services and public transport and can support a range of building types catering for a diverse community by providing greater housing diversity and choice.

Opportunities

Key opportunities that were identified through analysis of existing conditions, the community engagement process and review of existing policy:

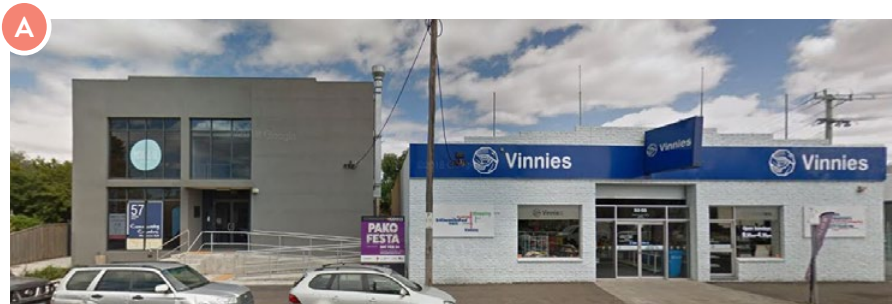
- Development potential of larger sites.
- More street trees and vegetation.
- Improving connections to Corio Bay.
- Providing more open space.
- Public art and more places to sit.
- Improving bus stops.
- Making it easier for everyone to walk around and cross the street.
- Clear signage and wayfinding.
- Renewal and investment through new development.



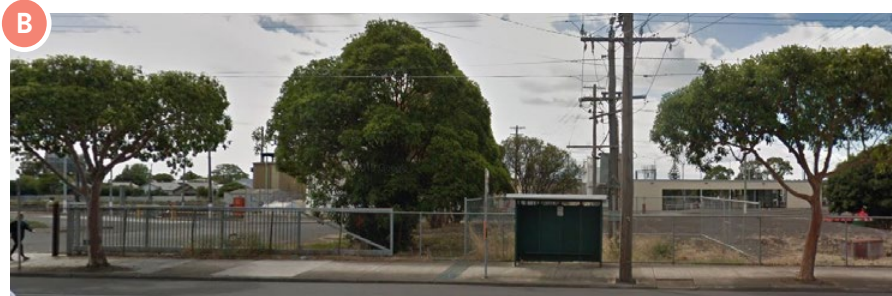


Along this section of Pakington Street, there are buildings with wider frontages and different types of local businesses, as well as the Rail Sidings Yard.

Refer to map on previous page for image locations.



Buildings along Pakington Street between Clonard Avenue and Britannia Street.



Rail Sidings Yard interface, stretching 200m along Pakington Street.

Images from the 'Make My Pako' community workshops and Trader workshop.



Business frontages along Pakington Street near the corner of Clonard Avenue.



Examples of buildings with entrances set back from Pakington Street.



Examples of buildings along Pakington Street with larger grain and wide frontages.

VISION

The Pakington North Precinct will be a hub of sustainable shop-top living, with local shops, offices and communal spaces at lower levels and high-quality apartments above.

A growing residential community will contribute to Pakington Street's life and activity and a greater mix of complementary uses will provide opportunities for existing and future residents to live, work and play locally.

New sustainable developments will be designed to provide a mix of housing opportunities that cater for the needs of a diverse community and a range of lifestyles.

This section of Pakington Street will be enhanced as a green street that improves the urban environment and makes a significant contribution to Geelong's urban canopy.

Key Moves

The following outlines the key moves for the Pakington North Precinct, which aim to ensure the overarching Vision and Guiding Principles for the area are acted on, and provide a way forward for the precinct to evolve into a great people-friendly environment for a greater mix of local businesses and new local residents.

The UDF seeks to ensure that the streetscape connects people with nature and heritage values and attracts investment and innovation. Further, there exists opportunities to explore infill development potential of the area and a greater mix of uses and activities.

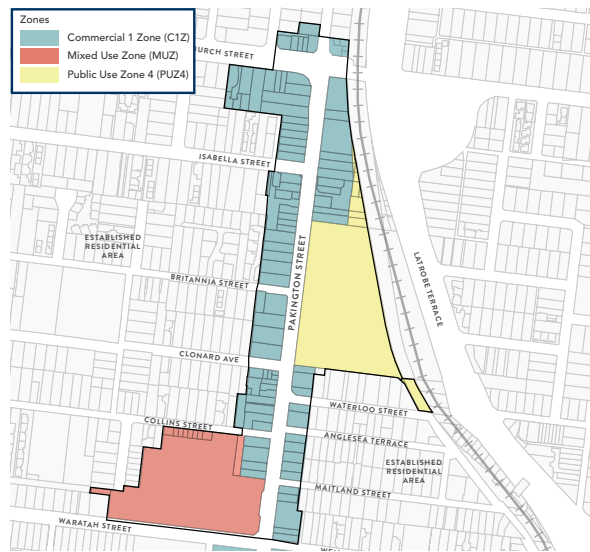
1. Addressing Development Potential



Existing lot size plan.

- Larger lot sizes have the potential to introduce a range of mid rise developments in a prime location within walking distance to the Heritage Core and Central Geelong.
- Managing potential impacts to existing low rise residential areas.
- Ensuring development outcomes have wider community benefits and contribute to sustainable growth.

2. Allowing a Greater Mix of Uses



Proposed zones

- Generating a greater mix of uses in the precinct, with a focus on increasing residential and office uses in a prime location with easy access to services and amenity.

3. Improving Streets



Bell Street Park, Seattle, Seattle Parks and Recreation



- Developing a Vision for the overall streetscape to capitalise on private investment and development.
- Prioritising greening the street to provide an inviting and comfortable urban environment.
- Addressing the existing slip/trip hazards and issues raised by the universal access audit along the footpaths.
- Replacing existing materials with contemporary, practical and longer-lasting materials that tie in with those of the Heritage Core precinct.

4. Introducing Street Interventions



Pop-Up Park Gilbert St, Torquay, City of Greater Geelong



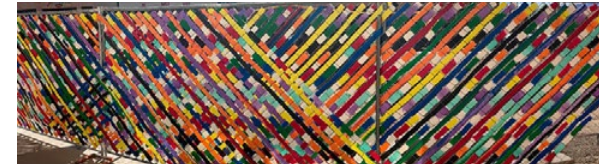
2014 Melbourne Now, AKAS Landscape Architecture



Installation, Ontario by Erin Perry



Smart Mobile Seating, Matteo Cibic



Chain link art, Coal Avenue Commons, New Mexico

- Encouraging further street activity and introducing vegetation through temporary and movable street furniture.
- Opportunity to improve the Rail Sidings Yard interface through feature fencing or public art installation.

LAND USE

Allowing A Greater Mix of Uses

Developed as a peripheral area to the retail core, with a focus on manufacturing and bulky goods retail, this precinct has the potential to accommodate a wider mix of uses including residential uses that increase local resident population, generate more foot traffic, support the expansion of commercial and retail uses, extends the Precinct's activity after hours and provide passive surveillance on to Pakington Street. Continued public and private investment in the public realm will create a compact Precinct which complements the Heritage Core Precinct. The Precinct is already in transition, and it is appropriate to consider alternative zoning that benefits the vision.

The Commercial 2 Zone (C2Z) north of Waratah Street is in a late stage of transition from manufacturing industries and bulky goods retailing to more fine grained retail and commercial uses. The City's Retail Strategy 2018 identifies the Pakington Street Specialised Centre as one Centre extending from Autumn Street to Church Street.

The C2Z area is recommended to be rezoned to Commercial 1 Zone (C1Z). No changes are proposed to residential areas; except for one property on the corner of Church Street and Stubbs Avenue, or land currently zoned Public Use Zone 4 (PUZ4) or Mixed Use Zone (MUZ).

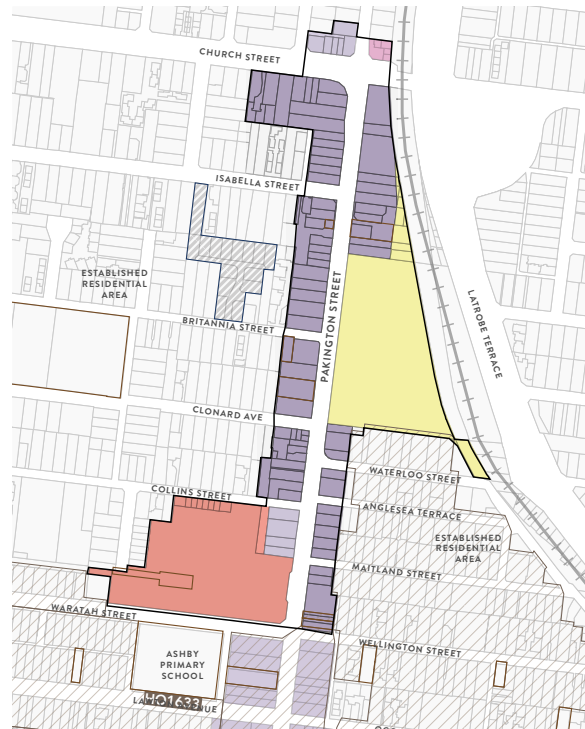


Figure 8. Existing Planning Provisions

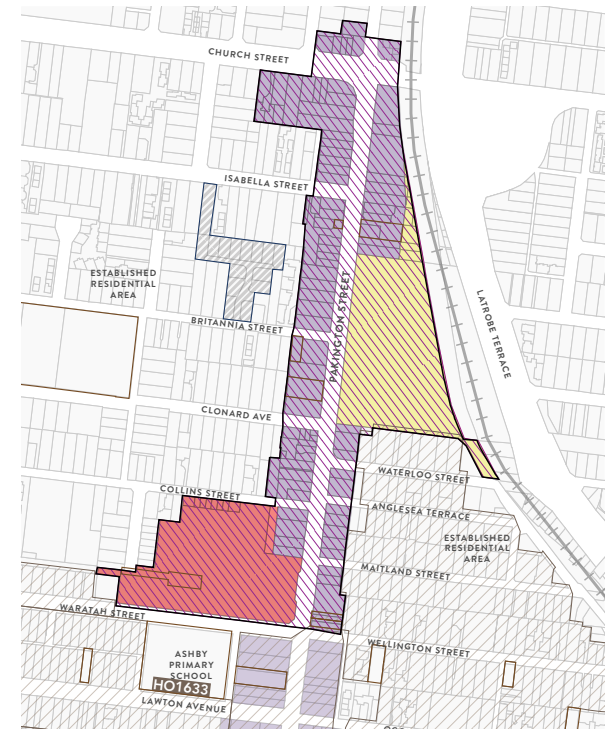











Figure 9. Proposed Planning Provisions

Key					
	Precinct Boundary		Mixed Use Zone (MUZ)		Heritage Overlay
	Commercial 1 Zone (C1Z)		General Residential Zone 1 (GRZ1)		Public Use Zone (PUZ4)
	Commercial 2 Zone (C2Z)		Environmental Audit Overlay (EAO)		Design and Development Overlay (DDO)

BUILT FORM Addressing Development Potential

Additional height is considered in order to introduce new housing and building typologies to Geelong West, which predominantly consists of single storey detached dwellings and a limited number of terrace and unit developments.

Proposed heights range from 4 - 8 storeys with lower heights at the southern end of the street gradually increasing towards the Church Street intersection, with sites that back onto the railway corridor having the potential to accommodate taller buildings. The proposed heights respond to a series of conditions including; existing property sizes, consideration of interfaces and street widths.

Landscaping will be used to create a transition between higher building forms and surrounding residential areas of predominantly 1 - 2 storey buildings.

The lower levels of buildings will have rich material detail, awnings that provide shelter along the street, easily identifiable entrances and fine grain frontages.

Developments will provide a range of uses at the street level with residences above, including shop-top housing options.

The design objectives and controls listed in this section will inform planning controls, such as a Design and Development Overlay (DDO) or a schedule to the zone, to ensure the built form outcomes sought will be delivered in future development proposals.



Diagram showing proposed increase in height



Proposed heights in a Geelong context

BUILT FORM Character Areas

The analysis of existing conditions led to the identification of three different character areas in the Pakington North precinct - Church Street Junction, Pakington Retail and Strategic Sites.

Church Street Junction includes the sites that interface the Church Street junction and the sites to the east of Pakington Street that directly interface the railway line. The junction is a car centric area and is characterised by a large roadway, large off street car parks, a petrol station and other road related infrastructure. There is a lack of public amenity or greening within the precinct.

Pakington Retail is characterised by a mix of one and two storey retail buildings that address Pakington Street. Buildings are generally located on the footpath edge, however some sites provide off street car parking with built form set back from the street edge. The sites are relatively uniform in depth and width and abut sensitive residential areas to the east and west. There are several heritage buildings in this precinct.

Strategic Sites include the The Rail Siding Yard and the Pakington Strand Shopping Centre. The Rail Siding Yards are bound by the rail corridor to the east, Pakington Street to the west and an established residential area to the south. The Pakington Strand Shopping Centre site includes a supermarket, a large at-grade car park, a number of smaller retailers and the heritage protected Kinners Ropeworks building.






- Key**
-  Precinct Boundary
 -  Church St Junction
 -  Pakington Retail
 -  Strategic Sites
 -  Future Open Space



Figure 10. Character Areas Map

Church St Junction

The Church St Junction area will be a predominantly commercial precinct that benefits from its close proximity to Church Street, the Waterfront and the Heritage Core. New developments will provide new contemporary spaces for local businesses.

Building heights will range from 4-6 storeys, with tall buildings located along the rail interface with views to Corio Bay. The images below provide a reference to the preferred future built form outcomes.



Breeze Street, Breathe Architecture

Pakington Retail

Pakington retail will be a mixed use precinct with fine-grain retail tenancies at the lower levels and residential uses at upper levels. A consistent two storey street wall and ground level awnings will extend the valued retail character of Pakington Street in the Heritage Core Precinct to the north.

Ground floor setbacks to the rear of buildings will support the transition to low-scale residential areas to the east and west. Corner buildings will integrate landscape and ground floor setbacks to increase the quality of the public realm and soften transition to medium-rise form and low-scale surrounding areas.



121 Lygon Street, Fieldwork

Strategic Sites

Strategic sites will be developed as a village of buildings with varying scales and uses that are integrated into a landscape setting. The master plan for each will need to demonstrate how it achieves sustainable development outcomes, celebrates heritage buildings and provides new public open space for the growing community.

A new network of streets and laneways will integrate these sites into the surrounding built form fabric and invite people in. Buildings will transition down to low-scale residential areas.



Assembly Apartments, Woods Bagot

BUILT FORM

Building Heights

The proposed heights are predominantly mid-scale and intend to deliver built form between 4 - 8 storeys, responding to the context and sensitive to adjacent low-scale residential areas whilst ensuring increased development potential.

The tallest buildings are proposed along non-sensitive railway interface that will have minimal impacts on residential surrounds. Further north, heights transition down to 6 and 4 storeys responding to more sensitive interfaces. To ensure transition to low scale established residential areas, a 4 storey sleeve has been introduced in both Rail Siding Yard and Pakington Strand sites.

The remainder of the precinct sits at 4 storeys towards the "Heritage Core" responding to the heritage character of the Pakington Commercial Heritage Area and 6 storeys towards Church Street and Pakington Street intersection.

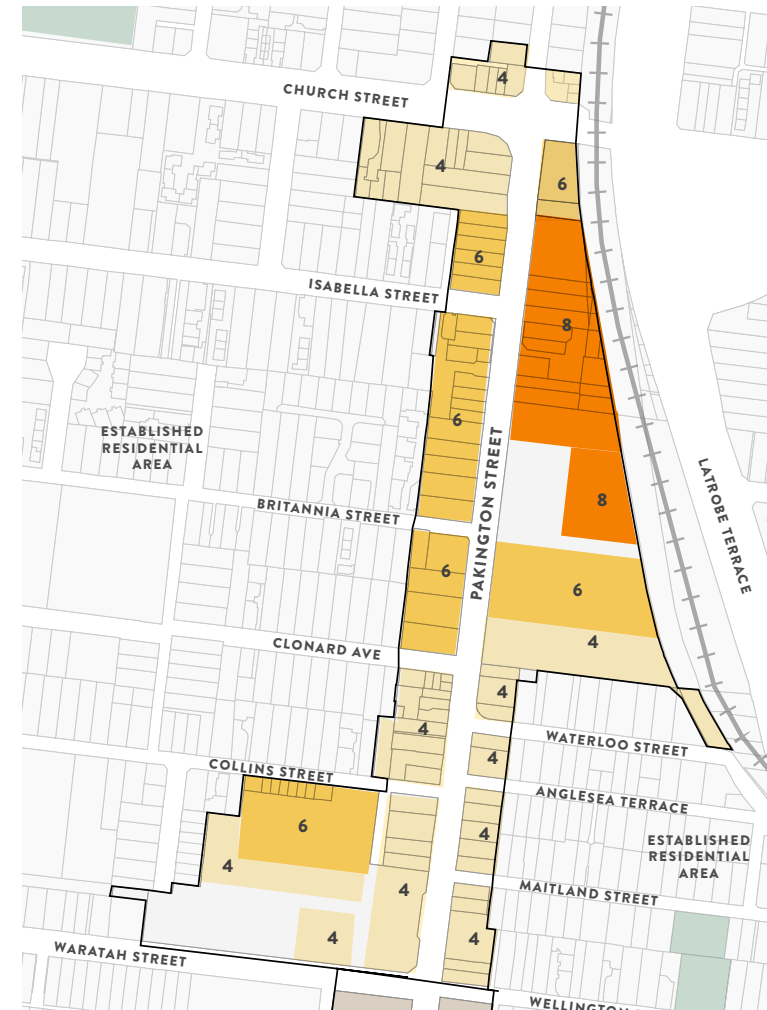
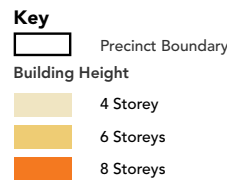


Figure 11. Building Heights Map

BUILT FORM

Site Coverage

The proposed site coverage controls are underpinned by the key attributes and context of Pakington North Precinct.

The higher site coverage of 80% has been proposed on Pakington Street where landscape will predominantly be delivered to the rear of sites.

Moderate site coverage of 70% is proposed at Church Street junction to support landscape to the front and rear of sites and to improve internal amenity. The lowest site coverage control of 60% is proposed for strategic sites in Pakington North which are large and should consider the provision of significant open spaces to deliver amenity within these sites.

Solar Access

Solar access controls seek to maintain solar access to Pakington Street and Ashby Primary School in the Pakington North Precinct. In order to support the role of footpaths as a key public space, it is proposed that no overshadowing should not occur between 11am and 2pm at Spring Equinox. This will ensure that important public and semi-public spaces remain high-amenity in the long-term.

Solar access controls are also proposed for potential future open spaces with no overshadowing above 50% of the site between 11am to 2pm at spring equinox, noting that this control will apply to future open space regardless of final location.

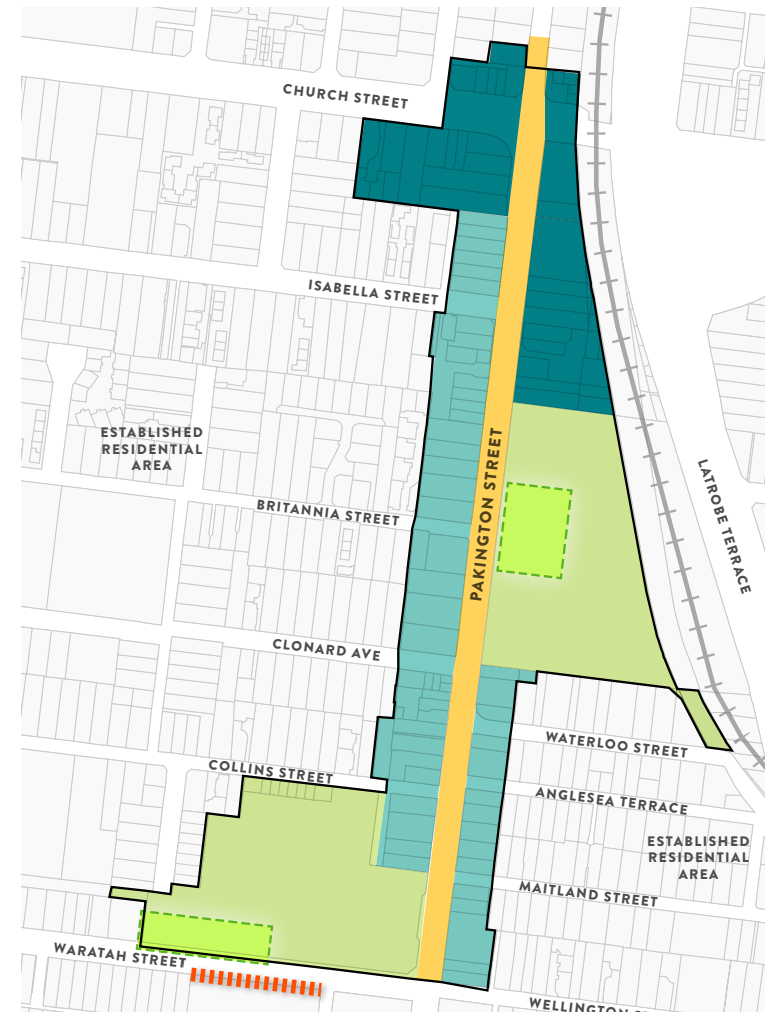
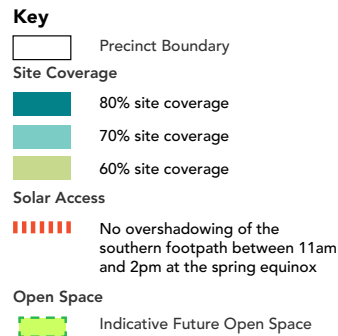


Figure 12. Site Coverage and Solar Access

BUILT FORM

Interface Response

Designing a high-quality street interface is an important aspect of the building design as this element of the building has the most significant influence on the public realm.

Buildings will need to provide a transition when they directly interface with more sensitive areas of single storey housing. Proposed setbacks have been established in response to:

- The width and function of streets.
- The desire to create a new landscape character at the Church Street and Pakington Street intersection.
- The desire to create additional public space at busy intersections.
- The need to respond to the existing retail character of Pakington Street.
- The need to sensitively transition between commercial streets and residential streets.
- The need to provide a buffer between proposed higher buildings and low-scale residential areas.
- These built form controls cumulatively create the preferred design outcome for the streets in the Pakington North Precinct.

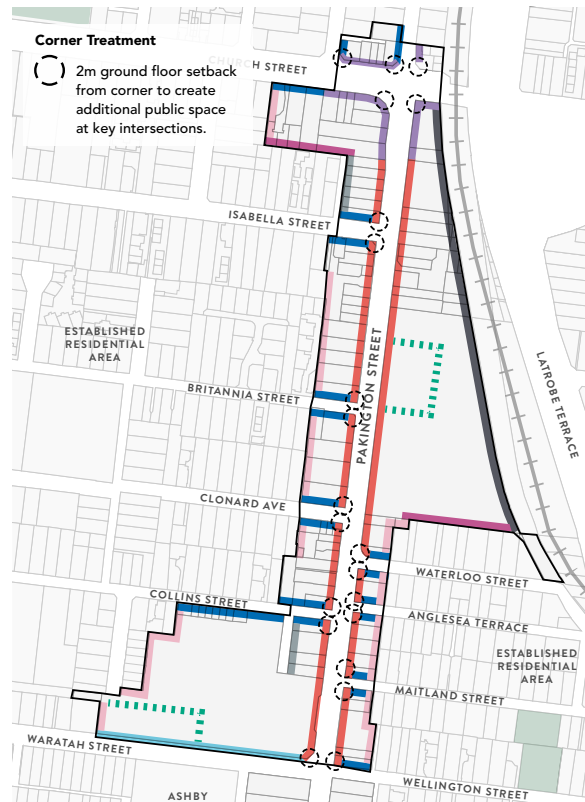
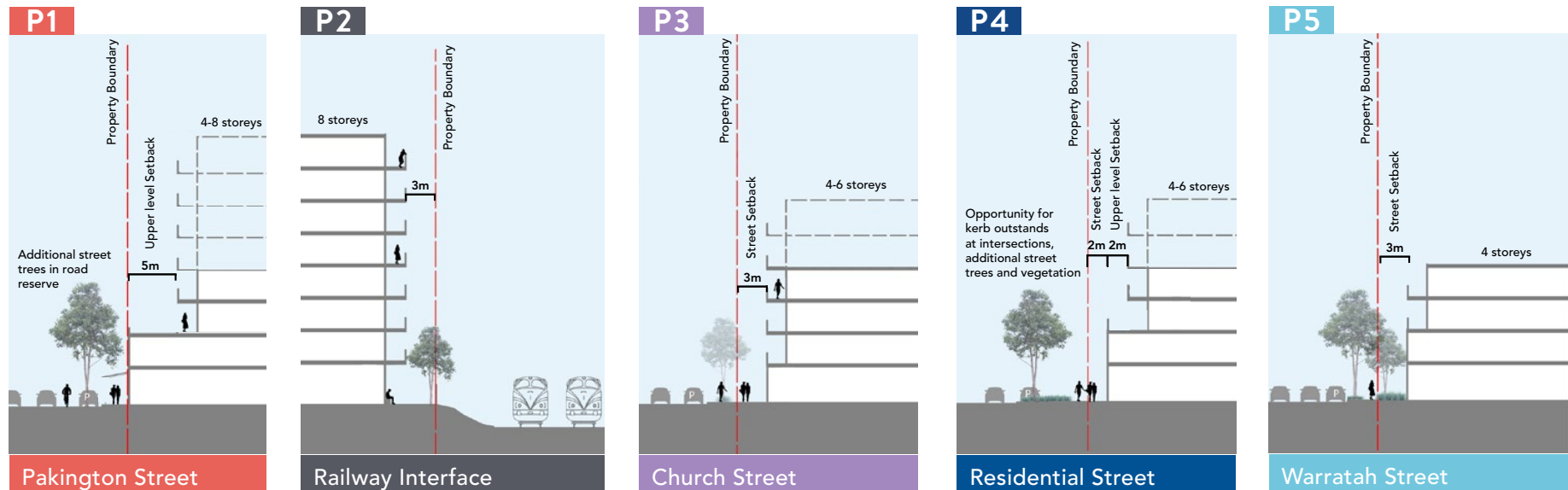


Figure 13. Interface Map

Key	Interface	Building Setback	Street Wall/ Podium Height	Upper Level Setback
P1	Pakington Street	0m	2 storey	5m
P2	Railway Interface	3m	8 storeys	N/A
P3	Church Street	3m	N/A	N/A
P4	Residential Street	2m	2 Storey	2m
P5	Waratah Street interface	3m	N/A	N/A
P6	Laneway interface	0m	4 storeys	6.5m
G7	Direct residential - A	5m	2 storeys	5m
G8	Direct residential - B	5m	2 storeys	10m
G9	Future Park interface	0m	2 storeys	5m

BUILT FORM Interface Response



Indicative section demonstrating no ground floor setback and awning at ground level creating a consistent and continuous frontage. Indented car parking will provide opportunities for street trees.

Indicative section demonstrating landscape buffer to railway tracks at ground level with opportunities for built form to overlook non sensitive land uses.

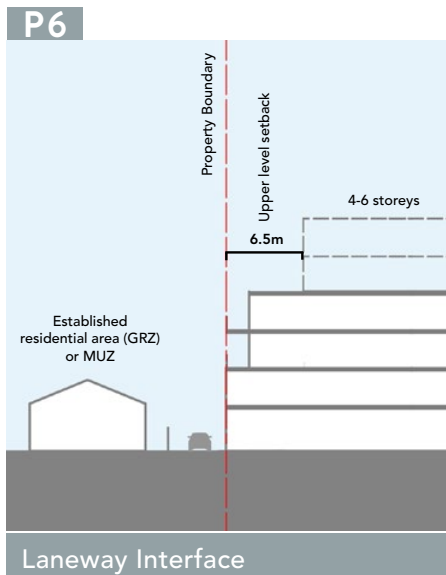
Indicative section demonstrating 3m footpath extension within the front setbacks of the private realm. Ground level will provide opportunities for active uses.

Indicative section that proposes a transitional street setback of 2m to unify intersecting residential streets with commercial streets. This provides opportunities for footpath extension.

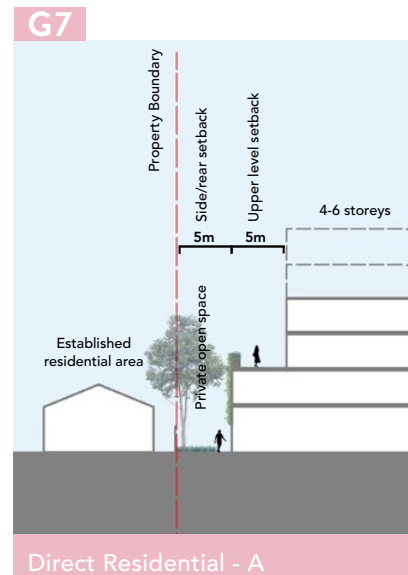
Indicative section demonstrating landscape setback that aligns with predominant street character.

BUILT FORM

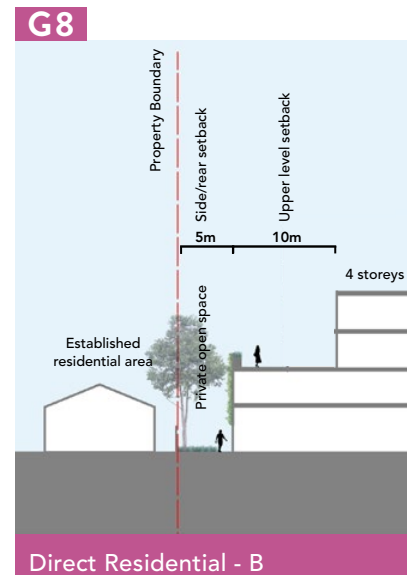
Interface Response



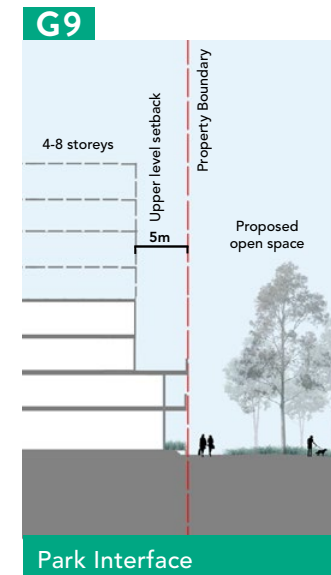
Indicative section demonstrating no setback to existing rear laneway with upper level setbacks that limits overshadowing to established residential areas in Spring Equinox.



Indicative section demonstrating the provision of a 5m setback to site boundary incorporating private garden at the ground level to provide a buffer to low-scale residential areas. Upper level setback ensures transition to the adjoining properties/uses.



Indicative section demonstrating the provision of a setback to site boundary incorporating private garden at the ground level to provide a buffer to adjoining properties. Upper level setback ensures limited overshadowing to established residential areas during Spring Equinox.



Indicative section demonstrating landscaped edge to ground level and upper level setbacks to ensure transition to proposed open space. Individual entrances to ground level residences and other forms of edge activation should be considered.








PUBLIC REALM

This aims to acknowledge Geelong's overarching aspiration to deliver on its reputation as a City of Design by leading the way in exemplary public realm and building design. Responding to the vision for the future of this section of Pakington Street to be a green street that improves the urban environment and makes a significant contribution to Geelong's urban canopy.

Objectives

- To increase street greening by providing new landscaped areas within the public realm.
- To provide landscaped setbacks along lower-amenity traffic routes (Church St) in order to improve the public realm character and deliver internal amenity at the lower levels of buildings.
- To provide ground floor landscape setbacks at the interface to low-scale residential streets that reflect the consistent character of ground floor setbacks along the street.
- To improve accessibility and amenity within the public realm.
- Improve safety and encourage cycling and walking.

Key

- ①  New open spaces on strategic sites
- ②  New street trees and additional greening
- ③  Improved safety and access at intersections
- ④  Provide a landscape buffer to established residential areas.
- ⑤  Provide a landscape buffer to railway area.
- ⑥  Fine-grain retail character of Pakington Street extends north
- ⑦  Proposed connections

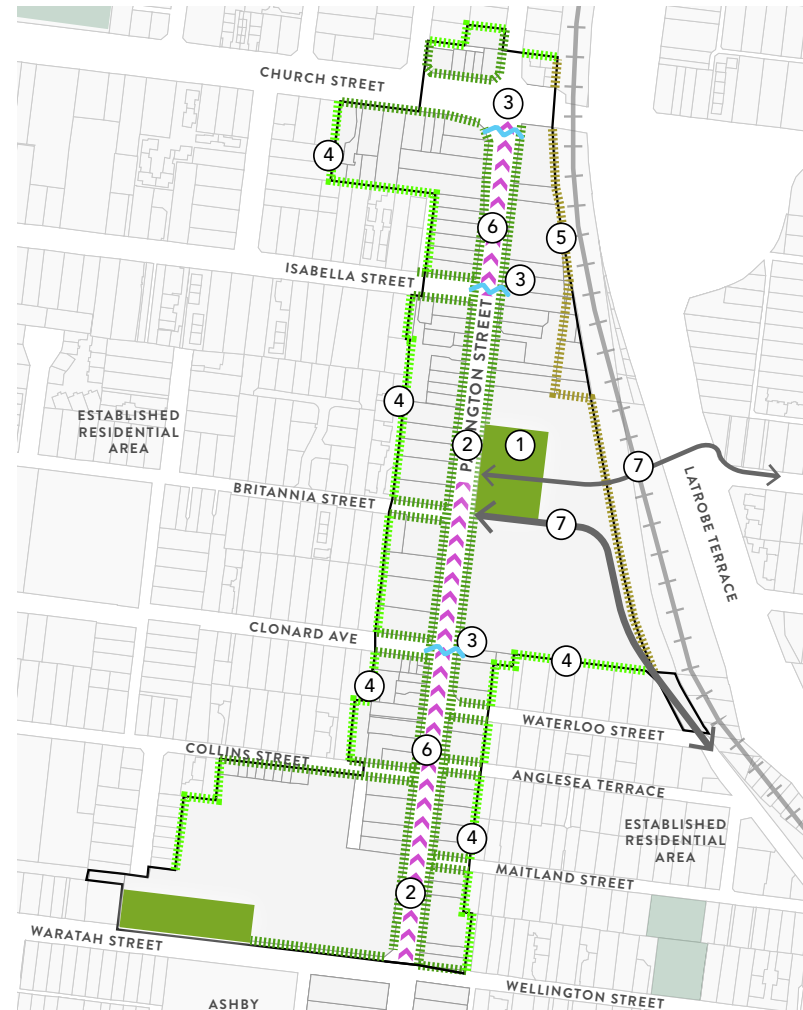


Figure 14. Proposed Public Realm Upgrades








PUBLIC REALM

Key Connections

The City commissioned an initial Traffic Network Assessment which has informed further traffic recommendations for the Final UDF and seeks to improve traffic management in the precinct and respond to the increased requirements of larger developments.

Recommendations

- Opportunity to extend Madden Avenue through the Rail Sidings Yard to Britannia Street in order to create a signalised intersection to assist right turns onto Pakington Street from side streets, to be considered as part of a future redevelopment of the site.
- Undertake a gap analysis to determine the extent of issues relating to uncontrolled side street right turns from Hope Street, Waterloo Street and Isabella Street onto Pakington Street to determine if strategic side road closures or left out only arrangements at any of these locations is necessary.

Key	
	Precinct Boundary
	Existing lot boundaries
	Existing 3m and 6m laneway
Proposed	
	Madden Ave extension
	Signalised intersection
	Pedestrian/cyclist overpass
	Raised pedestrian crossing

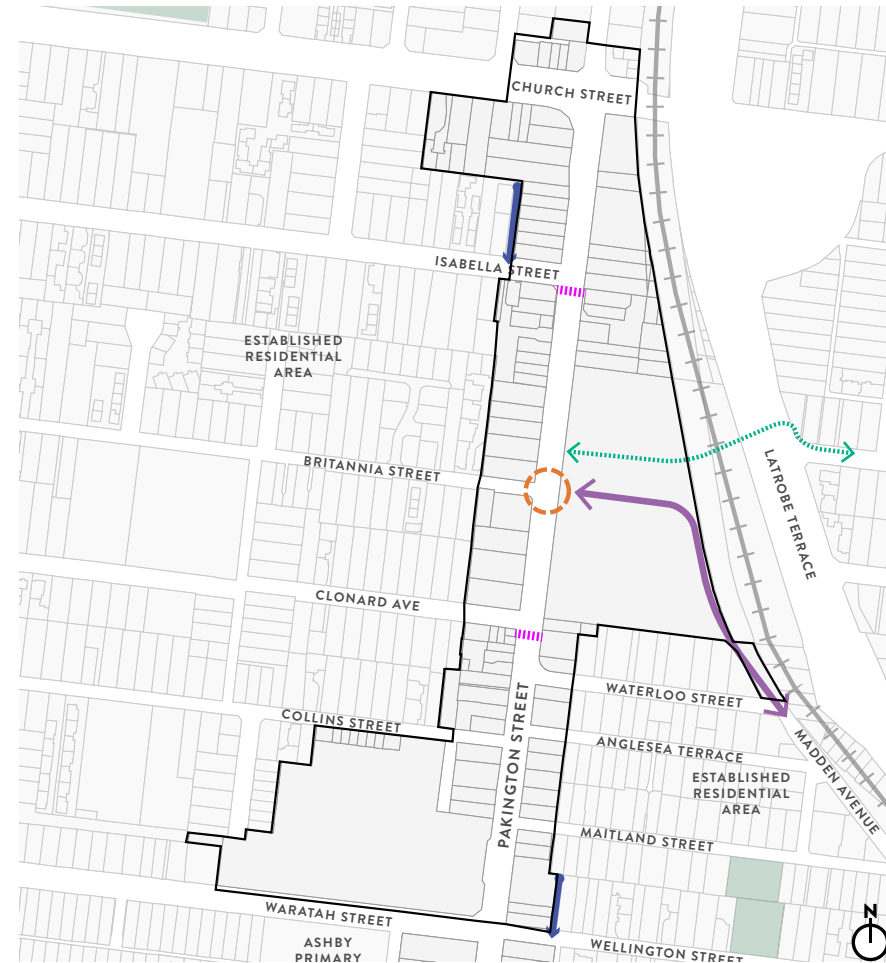
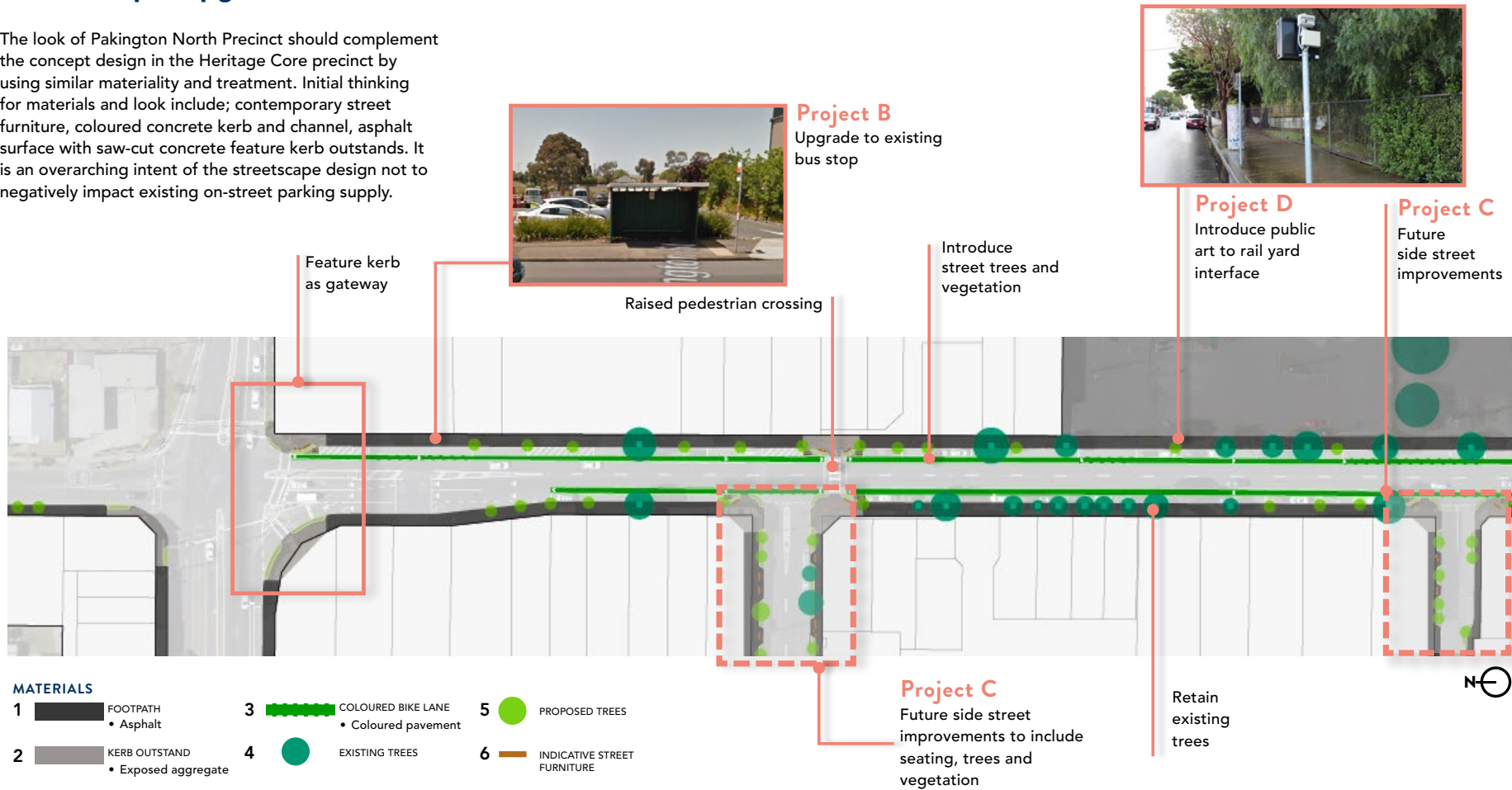


Figure 15. Proposed Key Connections

PUBLIC REALM

Streetscape Upgrades

The look of Pakington North Precinct should complement the concept design in the Heritage Core precinct by using similar materiality and treatment. Initial thinking for materials and look include; contemporary street furniture, coloured concrete kerb and channel, asphalt surface with saw-cut concrete feature kerb outstands. It is an overarching intent of the streetscape design not to negatively impact existing on-street parking supply.



PUBLIC REALM

Streetscape Upgrades

Design concepts below provide a broad outline of desired outcome, noting that a final design will be decided through a separate process that will involve further community input as part of the implementation process of a Final UDF adopted by Council.

Retain existing trees



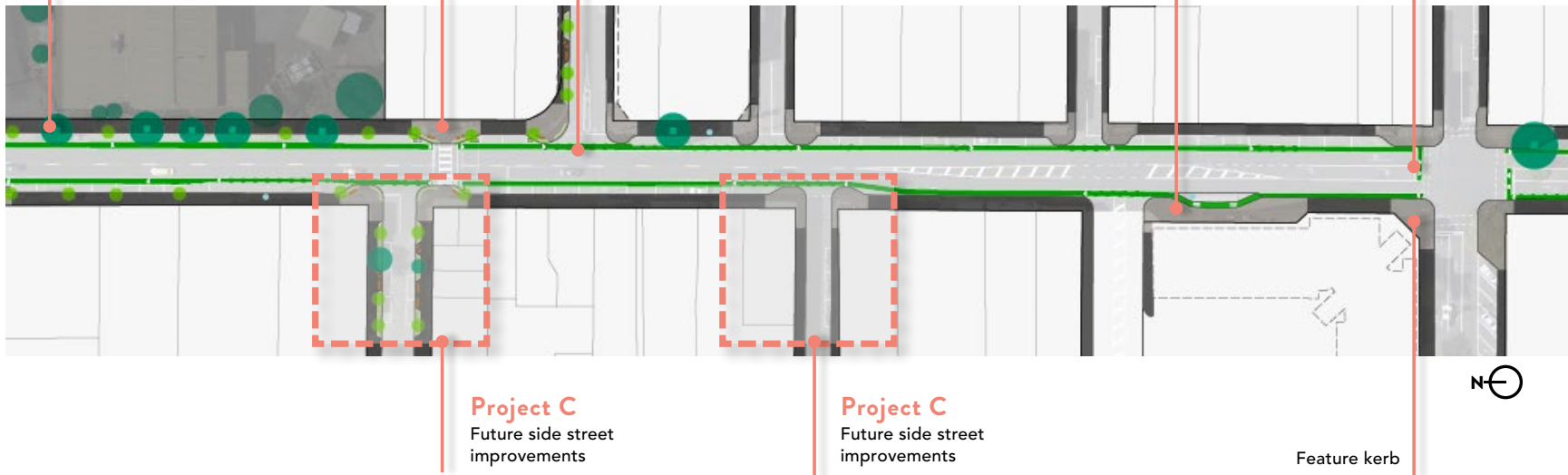
Replace school crossing with a raised pedestrian priority crossing

Improve safety and visibility of existing bike lanes through coloured treatment



Project A
Upgrade to existing bus stop

Provide infrastructure at intersections for safe cyclist movement.



Project C
Future side street improvements

Project C
Future side street improvements

Feature kerb

Projects A and B

Project A - The Strand Bus Stop



Artist's illustration showing a concept design for the space in front of The Strand shops along Pakington Street, including a bus stop.

Existing



Aureo bus stop by David Karásek, image by Architonic.

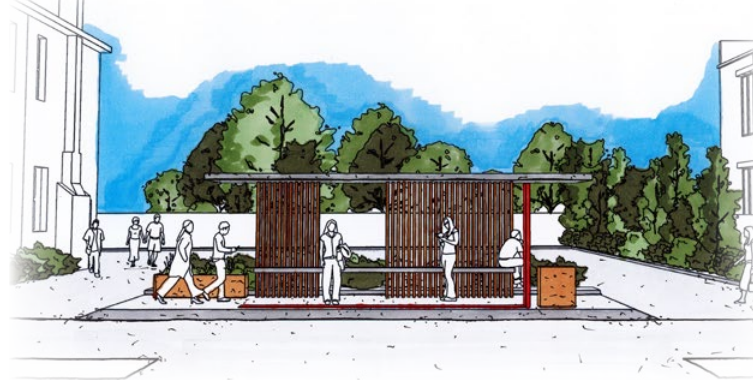


Synthetic Cone Planter by Streetlife®.



Metro bus shelter in New Zealand, image by CAM Shelters.

Project B - Church Street Bus Stop



Artist's illustration showing a concept design for the bus stop outside The Telegraph Hotel.



Station and Terminal structure, image by mimarobot.

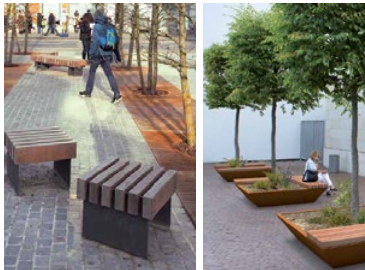


'Rain' CorTen steel tree grate by Landworks Studio.

The bus stops are located at key north and south gateways into the Precinct and currently provide limited seating, shelter and should do more to positively contribute to the Precinct.

Design intent: A contemporary, urban and open design that provides seating and shelter that can be used more widely, not only for those waiting for the bus. Integrating wayfinding, timetable information and vegetation.

Project C - Side Street Improvements



All images are of street furniture designed by Streetlife®, Catalogue 2021-2022.



Existing



Artist's illustration showing a concept design for a raised pedestrian crossing and street furniture at kerb outstands.

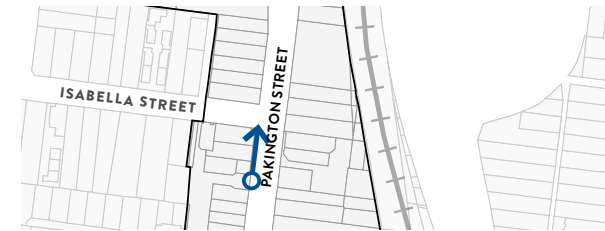


Artist's illustration showing a concept design for kerb outstand seating spaces.

There is an opportunity to improve side streets and areas around the proposed raised pedestrian crossings once they are installed.

Design intent: Well designed contemporary relocatable street furniture that incorporates planter beds while providing interesting and comfortable places for people to sit, meet and rest. Inviting life to spill out onto the street.

POTENTIAL FUTURES



Pakington Street

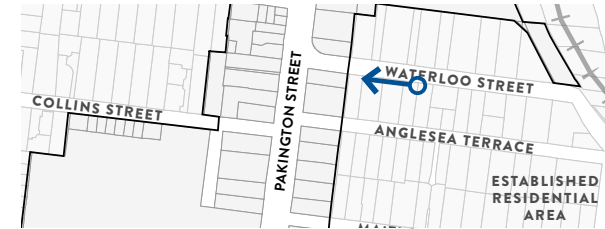


BEFORE - Looking north-east along Pakington Street towards Church Street near the existing Swim School.



AFTER - Visualisation showing indicative built form and public realm upgrades when looking north-east along Pakington Street towards Church Street.

POTENTIAL FUTURES



Waterloo Street



BEFORE - Looking west along Waterloo Street towards Pakington Street.



AFTER - Visualisation showing indicative built form and public realm upgrades when looking west along Waterloo Street towards Pakington Street. Note that overhead street lights would remain but have been removed in the image to highlight built form.

RECOMMENDATIONS

1. Zone and Overlay Provisions

- The existing Commercial 2 Zone (C2Z) land will be rezoned to Commercial 1 Zone (C1Z) to facilitate the land use vision.
- Application of the C1Z is sought to allow for retail and commercial uses at street level with residential uses above, inviting activity to spill out onto the street and providing better connectivity and transition to the Heritage Core Precinct.

2. Opportunities for new open spaces

- Considering the Precinct has the capacity to accommodate additional floor space and residents, opportunities to provide further local open space have been highlighted and are tied to the redevelopment of key sites.

3. Public realm upgrades

- Investigate opportunities to raise awareness and appreciation of local Aboriginal Cultural heritage through consultation and collaboration with the Wadawurrung Traditional Owners Aboriginal Corporation.
- Encourage the use of native plants and natural materials.
- Ensure streetscape projects retain existing car parking provisions where safe to do so.
- Increase the width of existing bicycle lanes as far as practical without impacting on-street parking.
- Encourage removal of any redundant crossovers to provide additional on-street parking. Additional vehicle crossovers onto Pakington Street in the Heritage Core precinct will not be supported.

- Locate public bicycle parking spaces near pram ramps or raised pedestrian crossings to improve access convenience from existing on-road lanes.
- Kerb outstand bus stops should be considered at strategic locations to improve bus priority along the route.
- Consider a painted treatment for existing bicycle lanes to further increase the visibility of cyclists and give greater awareness to all road users.
- Include Smart poles, which can offer intelligent LED lighting, wi-fi access, charging stations and parking sensors, as part of streetscape upgrades.
- Begin investigations with the Department of Transport to improve pedestrian and cyclist connections across the Church Street bridge.

4. Strategic Site Recommendations

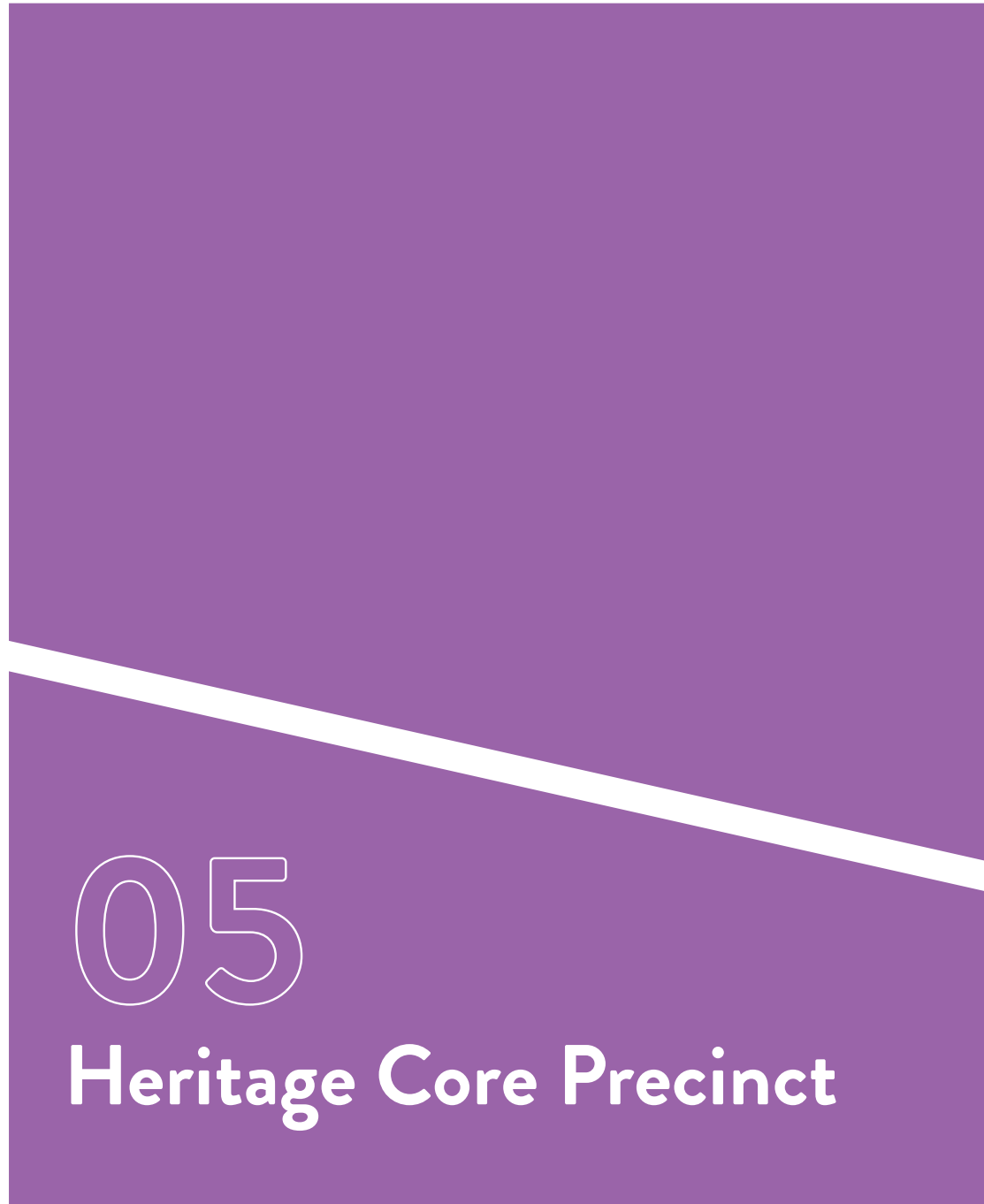
The Rail Sidings Yard site is the largest site in the Pakington North. Though it is still being used for transport purposes, there is an opportunity for the redevelopment of this key site to provide housing, commercial and retail uses and additional public open space. The existing Pakington Strand site includes a supermarket, a large at-grade car park, a number of smaller retailers and the heritage protected Kinners Ropeworks building.

Future masterplans should consider the following:

- Provision of a new public open space with protected solar access between 11am-2pm during spring equinox.
- Ensure public open spaces are safe, accessible, visually prominent and bound by active uses.

Further Work

- Commission a parking plan for the Heritage Core and Pakington North precincts to improve the long term management of car parking as the areas change and develop.
- Review existing outdoor dining and street trading guidelines that apply to the street.
- Investigate improvements to landscaping and lighting in existing public off-street parking areas.
- Publish an access map that covers both precincts.
- Investigate installing a community board in a visible public building.
- Ensure wayfinding elements are designed to be universally legible, reflect the local context and are integrated into the built form or landscape.
- Investigate funding and grant opportunities for restoration of significant buildings in the Precinct.



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CONTEXT APPRECIATION

The activity core of Pakington Street (Geelong West), stretching from Wellington / Waratah Street to Autumn Street is the area that comes to mind when you hear “Pako”. It’s home to one of Geelong’s biggest celebrations of cultural diversity and offers some of the best shopping and dining experiences in a backdrop of heritage buildings and community spirit.

Pakington Street itself is the glue that brings everything together, the space between the buildings that belongs to everyone and from where shops and services are accessed and where interactions and activity take place.

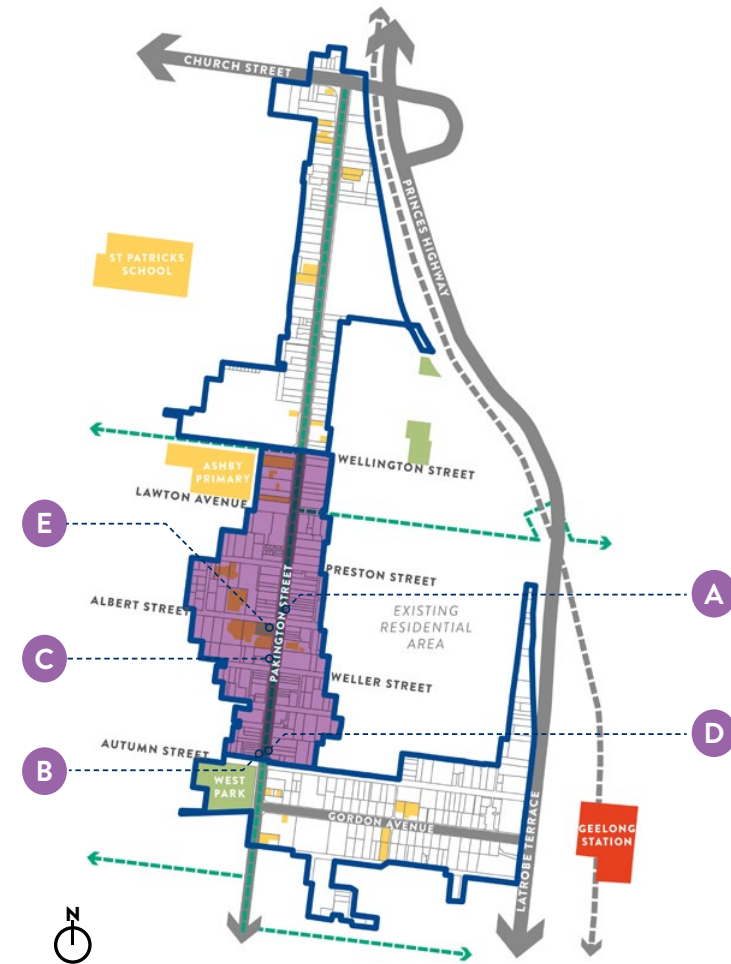
The retail and community hub function of this section of Pakington Street requires it to be a safe, inclusive and attractive part of the public realm. Embracing its role and catering for the different ways people move, with nodes offering seating, shelter and interest.

Recognising that this is a successful and well-known part of Geelong with a distinct character and strong community, design interventions should focus on improving, rather than changing the area in order to ensure the precinct continues to thrive.

Opportunities

Key opportunities that were identified through analysis of existing conditions, the community engagement process and review of existing policy:

- Cleaning up the street and improving footpaths.
- Public art, festive lighting and places to sit.
- Wayfinding and clear signage.
- Making it easier for everyone to walk around and cross the street.
- Activating existing laneways.
- Extending activity on the street after hours.
- Free wi-fi in public spaces.
- Better use of existing pocket parks and kerb outstands.





Along this section of Pakington Street, there are a variety of shops and local businesses in older heritage buildings with fine grain and narrow frontages.

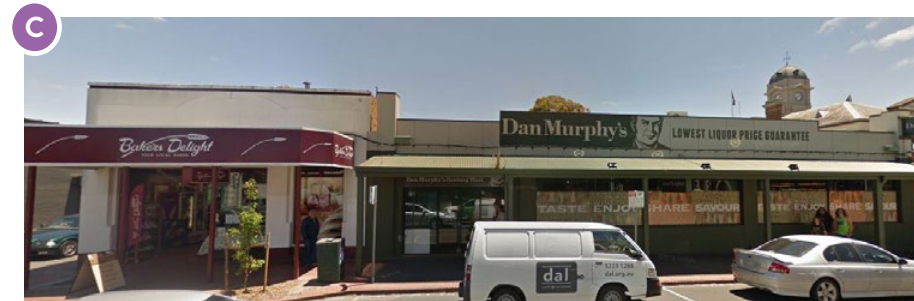
Refer to map on previous page for image locations.



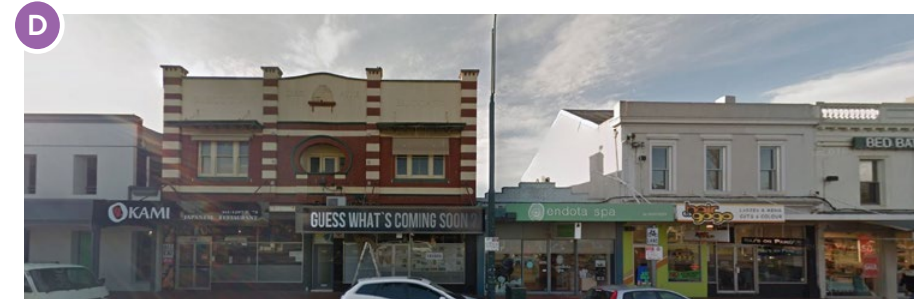
Shop frontages along Pakington Street between Preston and Candover Streets.



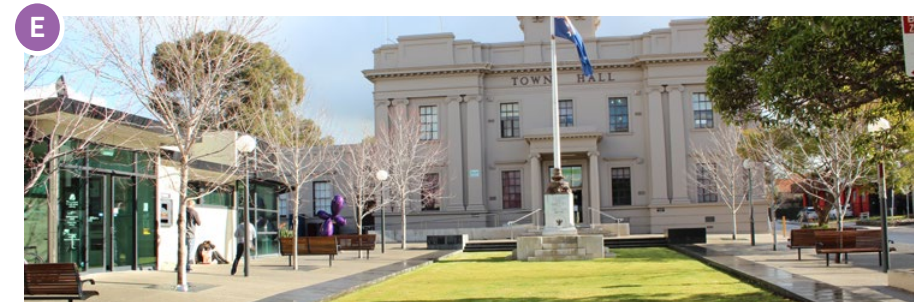
Shop frontages along Pakington Street between Autumn and Yuille Streets.



Shop frontages along Pakington Street between Weller and Albert Streets.



Shop frontages along Pakington Street between Autumn and Hope Streets.



Geelong West library and Town Hall along Pakington Street near corner of Albert Street.

VISION

The Heritage Core Precinct will continue to play an important role as a premier shopping strip and community hub in a backdrop of heritage buildings. Based around a safe, leafy and people friendly environment where locals and visitors of all ages and abilities can meet, shop, rest, eat and play. Enhancing and celebrating its unique built form and cultural heritage through a high quality public realm that connects people with nature and offers opportunities for life to spill out onto the street. Providing attractive and comfortable urban public spaces that become iconic places for people to meet.

Key Moves

The following key moves for the Heritage Core Precinct builds on the Vision and Guiding Principles to ensure that Pakington Street continues to evolve into a great people-friendly street that encourages diversity, builds social cohesion, connects people with nature and heritage values and attracts investment and innovation. It is acknowledged that there is a need to protect the low rise scale of existing heritage buildings that significantly contribute to the character of the area.

1. Introducing Additional Design Guidelines



Existing heritage buildings on Pakington Street. Images by David Rowe

- Improve existing policy and heritage guidelines to further enhance these heritage buildings that play a key role in Pako's identity and character.

2. Providing a Unified Wayfinding Approach



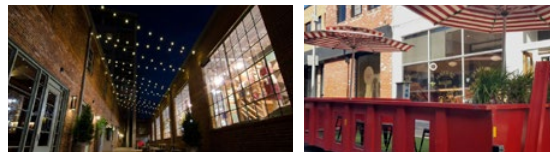
Concept designs for way finding elements for Pakington Street.

- Establishing a suite of signage for Pakington Street and integrated wayfinding.
- Capitalising on existing services and public infrastructure by ensuring directional signage is visible, easily understood and does not clutter the streetscape. The designs presented are concepts presented for discussion.

3. Upgrading Streetscape Quality



Rough & Ready Cubes and Shrubtubs by Streetlife®, Catalogue 2021-2022



Commercial space lighting, Nashville by Outdoor lighting company

James St parklet, Geelong. Image by James Street bakery.



Bell Street Park, Seattle, NACTO

- Addressing existing slip/trip hazards and issues raised by the universal access audit along the footpaths.
- Replacing existing materials with contemporary, practical and long-lasting materials for an attractive strip-shop environment.
- Introducing existing kerb out-stands with increased planting and investigating introducing feature lighting.

4. Identifying Urban Renewal Projects



Artist's illustration of a concept design for side street treatments along Pakington Street.



Artist's illustration of a concept design for space between Geelong West Library and Town Hall.

- Key projects that aim to transform currently underused or inactive spaces into urban pocket parks.
- Addressing the issue of connectivity across side streets, including greening and activating kerb out-stands. The designs presented in the UDF are concepts only and presented for discussion.

BUILT FORM

Building Heights

The Heritage Core Precinct comprises of largely one and two storey shopfronts to both sides of Pakington Street with a strong heritage character that is reflected by the incorporation of HO1634. The precinct is intended to deliver built form that remains consistent with the requirements in the Heritage Overlay, i.e., one and two storey forms that ensures the prominence of the heritage façades and containment of the streetscape.

A Design and Development Overlay will be introduced to ensure that the design objectives and controls are consistent across the precinct.



Figure 16. Building Heights Map

BUILT FORM

Heritage Design Guidelines

A. Encourage paint removal on masonry walls and parapets by approved chemical methods for the following significant buildings:

- 109-113 Pakington Street.
- 126 Pakington Street.
- 1-3/138-140 Pakington Street.
- 142-144 Pakington Street.
- 163 Pakington Street.
- 165 Pakington Street.
- 167A-171 Pakington Street.
- 172-176 Pakington Street.
- 175-177 Pakington Street.
- 204-206 Pakington Street.
- 208A Pakington Street.

B. Encourage the removal of introduced parapet cladding and repairs to currently obscured parapets for the following significant buildings:

- 152-154 Pakington Street.
- 168-170 Pakington Street.

C. Encourage the retention of original signage lettering on significant building parapets.

D. Encourage the removal of introduced panel sign on parapet at 167A-171 Pakington Street that disguises the original signage lettering.

E. Encourage originally painted surfaces to significant buildings to be painted in colours compatible to their era and design.

F. Encourage the retention of existing original shop-fronts to the following significant buildings:

- 106-116 Pakington Street (except one shop-front bay of this six bayed building).
- 1-3/138-140 Pakington Street.
- 142-144 Pakington Street (except the window frames).
- 148 Pakington Street (the glazed tile surrounds to the sides of the shop-front have been removed).
- 149 Pakington Street.
- 151A Pakington Street (except the introduced tile surrounds and doors).
- 199 Pakington Street.
- 206 Pakington Street.

G. Encourage the reconstruction of the standard cast iron post-supported convex verandahs for the following buildings:

- 137A Pakington Street.
- 159 Pakington Street.
- 163 Pakington Street.
- 165 Pakington Street.
- 167A-171 Pakington Street.
- 167 Pakington Street.
- 168-170 & 172-174 Pakington Street.
- 173 Pakington Street.
- 175-177 Pakington Street.
- 208A Pakington Street.

H. Encourage the reconstruction of verandahs with timber signage valances and posts (applicable to the scale, design and era of the buildings) for the following buildings:

- 138-140 Pakington Street.
- 142-144 Pakington Street.
- 143-147 Pakington Street.
- 197-199 Pakington Street.
- 151 Pakington Street.

I. Where it is unsafe or detrimental to accessibility to re-install historical verandah posts as per the above (G and H), adapting the historical number or spacing of the posts to rectify the problem whilst preserving the historical character, or accommodating the historical roof/awning form within a cantilevered design may be encouraged as an alternative.

J. Encourage the retention of cantilevered verandahs for the following buildings:

- 106-116 Pakington Street.
- 148 Pakington Street.

K. Encourage no verandahs for the buildings located at:

- 126 Pakington Street.
- 149 Pakington Street.
- 200-202 Pakington Street.

L. Encourage new development that presents one or two Victorian/Edwardian storey heights to the street, to complement the significant buildings in the precinct; mezzanines or a third storey may be permitted to the rear of heritage and non-heritage sites where they can be accommodated in an overall building height comparable to two Victorian/ Edwardian storeys and do not detract from the character of any heritage buildings within or alongside the property.

M. Additional signage is allowed as long as it complies with the following:

- Does not obscure any architectural detailing on the façade.
- Are in proportion to the building and are framed by architectural elements (such as building parapets and verandah fascias).
- Are not in excessively bright colours.
- Are not internally illuminated panels and boxes (apart from below verandahs or within shop windows). Consideration may be given to back-lit individually illuminated letters (but not illuminated flashing) so long as the installation has no physical impact on significant building fabric.
- Floodlight and spot lights may be appropriate alternatives to internally illuminated signs.
- Use clear, simple lettering styles and include not more than two type faces.
- Are placed no higher than the fascia line of a verandah unless affixed to the façade and conform to the above.
- Sky signs along parapets or rooftops should be avoided.

- Projecting signs perpendicular to a wall should be modest in scale and suspended from a bracket attached in a manner that has negligible and easily reversible physical impact on significant building fabric.
- Shop window signage should retain some transparency into the premises and not block out majority of window shop-fronts.
- Photographic and digital imagery may be incorporated within shop windows but should be avoided on building exteriors.

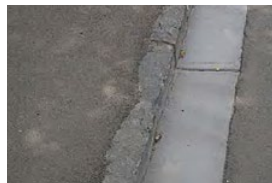
These additional guidelines will need to be incorporated into the existing Heritage Overlay (HO) 1634 Pakington Street Commercial Heritage Area in Clause 22.37 of the Greater Geelong Planning Scheme once a Final UDF is adopted by Council.

PUBLIC REALM

Streetscape Upgrades

Owing to no existing streetscape infrastructure of heritage value, there is an opportunity to replace kerb and channel, footpath paving and street furniture. From a heritage perspective, it is recommended that replica 19th or early 20th century designs are avoided. It is an overarching intent of streetscape design not to negatively impact existing on-street parking supply.

Materials



Kerb and channel following the City's Engineering Services Unit standard design










Following design of Town Hall Civic Square



Side street threshold crossing

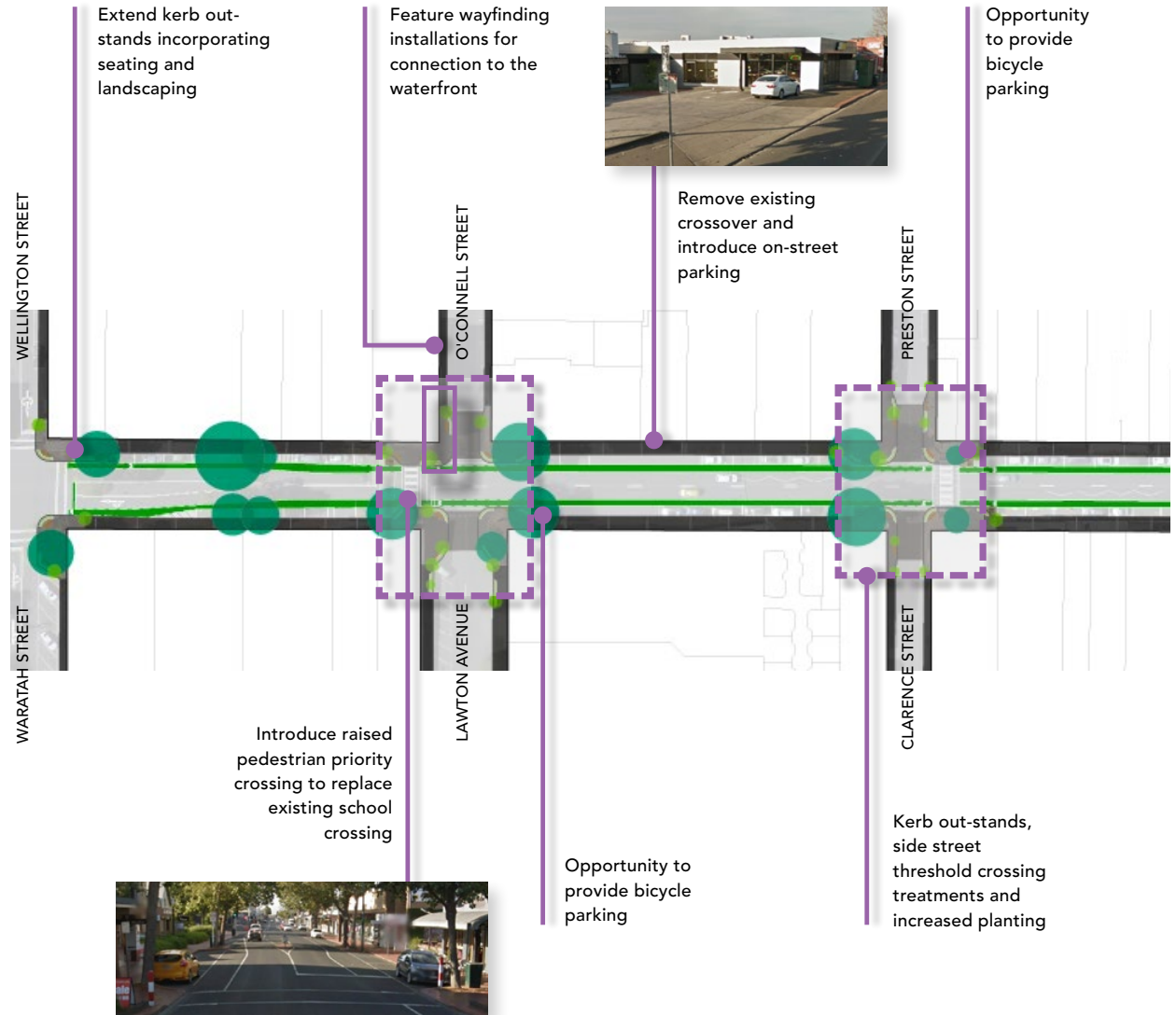


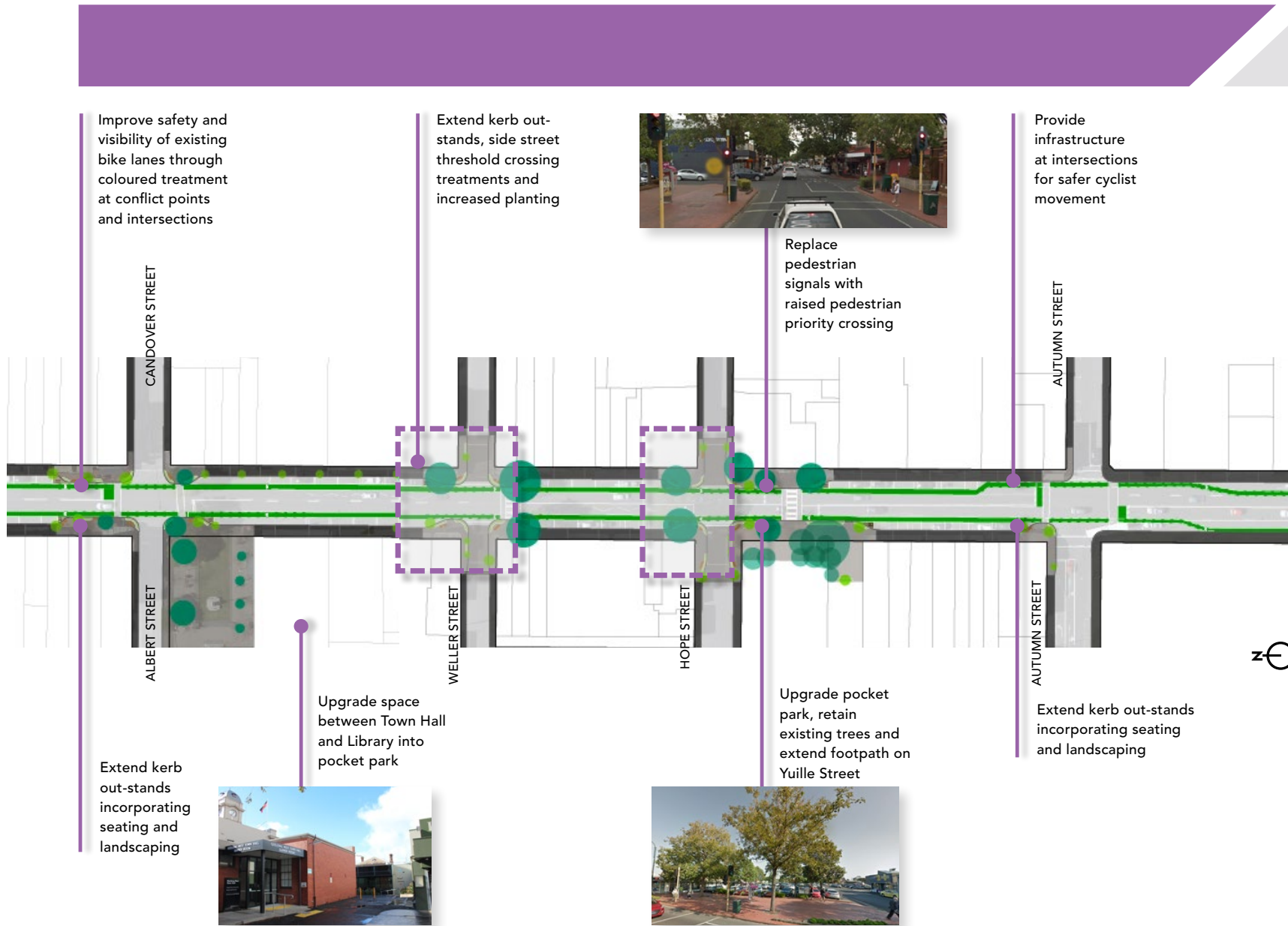
Existing Swanston Street treatment

- 1  **Main footpath**
 - asphalt
 - feature bluestone
 - bluestone kerb
 - coloured concrete channel
 - 2  **Side footpath**
 - asphalt
 - 3  **Kerb outstand**
 - exposed aggregate
 - 4  **Side street threshold crossing**
 - bluestone flat top
 - rough bluestone pitchers
 - 5  **Coloured bike lane**
 - coloured pavement
 - 6  **Existing trees**
-  Side street improvements and threshold crossings

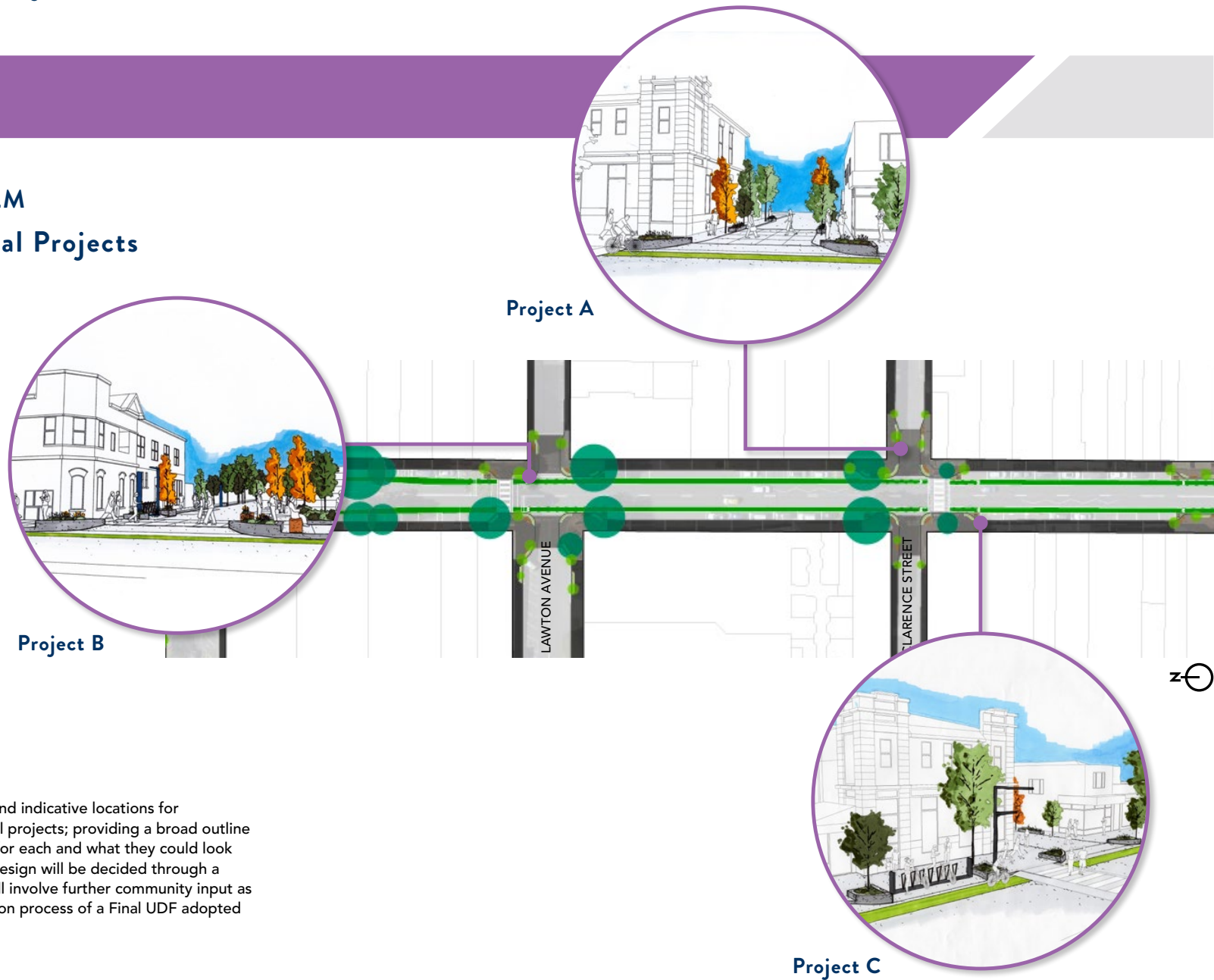
PUBLIC REALM Streetscape Upgrades

- 1 **Main footpath**
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 - exposed aggregate
 - 4 **Side street threshold crossing**
 - bluestone flat top
 - rough bluestone pitchers
 - 5 **Coloured bike lane**
 - coloured pavement
 - 6 **Existing trees**
-  Side street improvements and threshold crossings





PUBLIC REALM Urban Renewal Projects



This presents concepts and indicative locations for suggested urban renewal projects; providing a broad outline of the desired outcome for each and what they could look like. Noting that a final design will be decided through a separate process that will involve further community input as part of the implementation process of a Final UDF adopted by Council.

PUBLIC REALM Urban Renewal Projects



Project D

Project F

LANEWAY IMPROVEMENTS AND ACTIVATION

The project would involve preparing a Laneway Activation Strategy to identify opportunities to improve the 'look' and 'feel' of existing laneways; including lighting, greening and improvements to parking.



Project E



PUBLIC REALM

Projects A and B - Standard Side Street Treatment and Wayfinding to the Waterfront



Tree lined street, WGI.



WestConnex project Sydney, Image by McGregor Coxall



Raised pedestrian crossing, Taradale, New Zealand image by Simon Devitt.



Northcote Raised Threshold Treatment, City of Darebin



Brunswick Raised Threshold Treatment

Project A



Artist's illustration showing a concept design for side street treatments with raised pavement and additional planting.



Existing

Project B



Artist's illustration showing a concept design for side street treatment and wayfinding to the waterfront.



Existing

Side street crossings can present a challenge for people to move around the Precinct, having to change levels twice and move across a wide length of carriageway. There is an opportunity for side streets to reflect the leafy pedestrian-friendly character of the Precinct.

Design intent: A raised threshold crossing prioritises pedestrians and allows for a seamless connection between side streets and the main footpath. Kerbside planting and additional street trees announcing arrival to the wider Precinct.

PUBLIC REALM

Project C - Kerb Extensions



Existing



Artist's illustration showing a concept design for a green bike station along Pakington Street. Note that these interventions could introduce seating areas.

Existing no-standing areas, including those near raised pedestrian crossings present opportunities to extend the kerb, using this space to introduce more planting, trees bicycle parking and seating. The projects to be proposed in locations without impacting parking.

Design intent: Introducing convenient bike parking stations or seating areas featuring planters for additional vegetation and street trees provide an interesting, contemporary and green element to enjoy.



Solid Seat Strips by Streetlife®, Catalogue 2021 - 2022.



Solid Bike Parking by Streetlife®, Catalogue 2021 - 2022.



Derbyshire St Pocket Park, London by Greysmith Associates.



Levinson Plaza, Boston by Mikyoung Kim, image by Landezine.

PUBLIC REALM

Project D - Yuille Street Pocket Park



Existing



Artist's illustration showing a concept design for the space in front of the Geelong West post office at the corner of Hope Street.

There is an existing space in front of the Geelong West Post Office at the corner of Hope Street that is currently underutilised, with limited seating or interesting features. Existing footpath along Yuille Street is narrow, limiting activity to spill out. This project aims to use the existing space without impacting existing parking provision.

Design intent: Using the existing space, raised concrete beds, a shelter structure and paved areas create a green urban pocket park that seamlessly ties in urban living and the natural environment, creating a small oasis with plenty of seating and shade in a busy and active street.



Bell Street Park, Seattle, image by NACTO



Downtown Seattle, image by Downtown Seattle Association.



New York High Line, image by DeZeen.



Capitol Bike Rack and Bay City Bike Rackby Forms + Surfaces.

PUBLIC REALM

Project E - Town Hall and Library Pocket Park



Red Kangaroo Paw, image by Gardening with Angus.



Tree Grilles CorTen by Streetlife®.



Weathering steel edging, image by Henderson Garden Supply.



Yellow Kangaroo Paw, image by Hello Hello Plants and Garden supplies.



Weathering steel edging, image by Henderson Garden Supply.



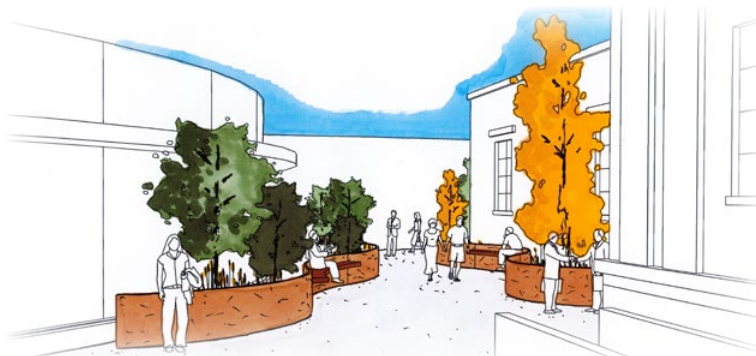
CorTen signage, image by Baldwin Signs.



Artist's illustration showing a concept design for the space along the back of the Town Hall.



Existing



Artist's illustration showing a concept design for the space between the library and Town Hall

The space is currently underutilised with little vegetation or interesting features despite it providing entry to the Town Hall and access to the public toilets. Directional signage is lacking.

Design intent: Raised garden beds weave through the space, connecting the Geelong West Library and Town Hall, creating pockets where people can sit and rest surrounded by elements of native flora and fauna. Integrated signage directs locals and visitors to key destinations including, Town Hall and library entrances.

PUBLIC REALM

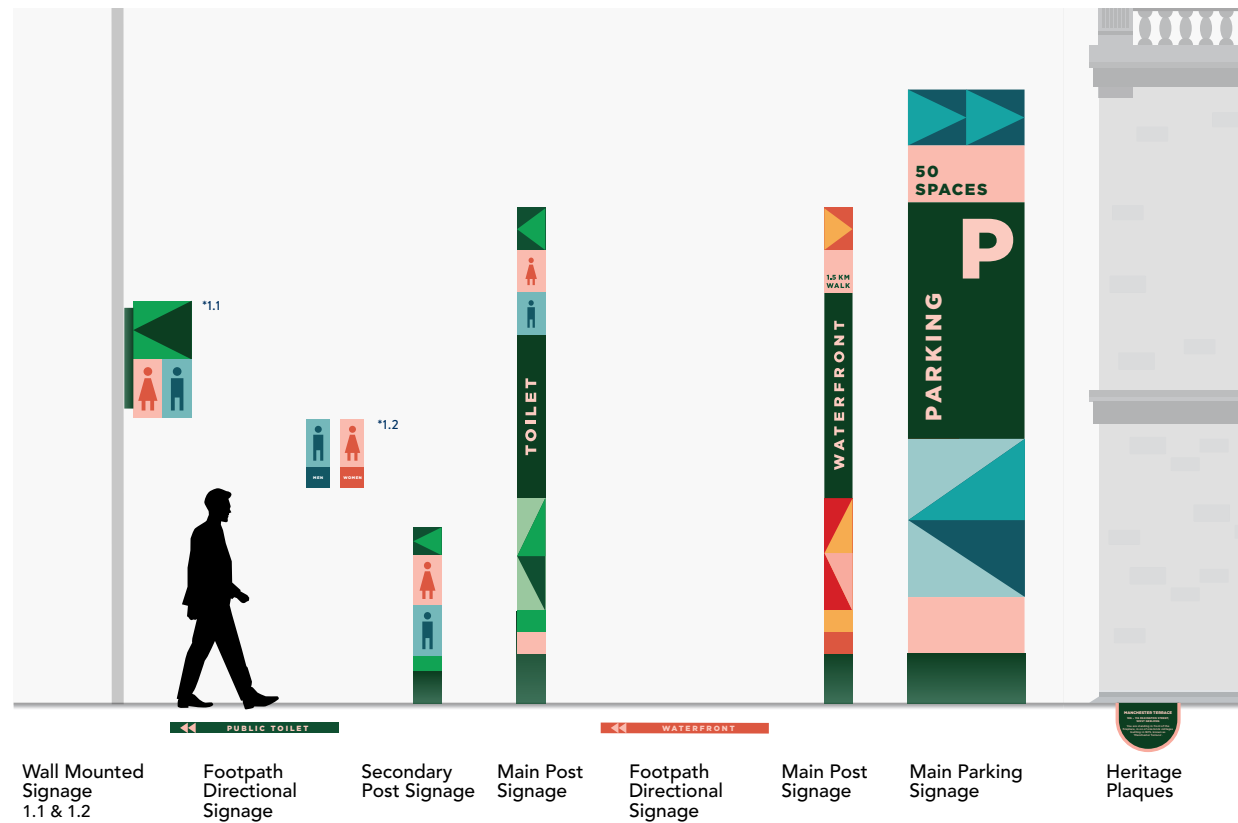
Unified Wayfinding

These concepts illustrate how a unique wayfinding and signage could be implemented to Pakington Street in order to unify the Street, promote sense of place and build on existing character. These concepts illustrate how wayfinding elements and signage could be seamlessly and effectively integrated into the streetscape.

These concepts are indicative and have been provided as a guide to how unified wayfinding could be implemented.

Concepts for wayfinding elements; providing a broad outline of the desired outcome and what they could look like. Noting that final designs will be decided through a separate process that will involve further community input as part of the implementation process of a Final UDF adopted by Council.

Potential Wayfinding Signage - Concept Design



PUBLIC REALM Unified Wayfinding

Potential Signage Locations

1 Gateway / Entrance Signage

2 Main Parking Signage

3A Main Waterfront Post Signage

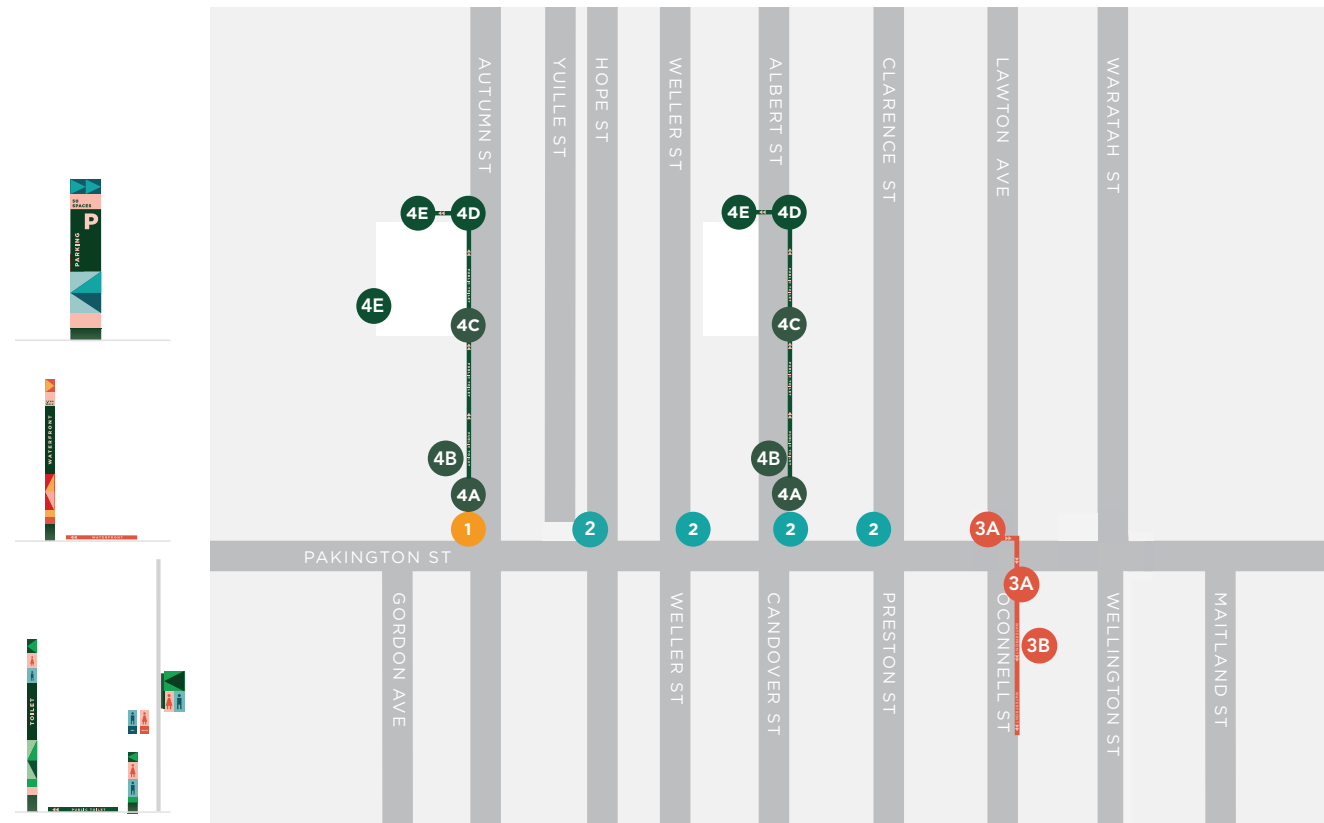
3B Footpath Directional Signage

4A Main Toilet Post Signage

4B Footpath Directional Signage

4C Secondary Post Signage

4D & 4E Wall Mounted Signage



RECOMMENDATIONS

1. Zone and Overlay Provisions

- A Design and Development Overlay will be introduced to ensure consistency across all future developments.

2. Public realm upgrades

- investigate opportunities to raise awareness and appreciation of local Aboriginal Cultural heritage through consultation and collaboration with the Wadawurrung Traditional Owners Aboriginal Corporation.
- Encourage the use of native plants and natural materials.
- Ensure streetscape projects retain existing car parking provisions where safe to do so.
- Increase the width of existing bicycle lanes as far as practical without impacting on-street parking.
- Encourage removal of any redundant crossovers to provide additional on-street parking. Additional vehicle crossovers onto Pakington Street in the Heritage Core precinct will not be supported.
- Reduce the speed limit to 30km/hr along Pakington Street in the Heritage Core Precinct.
- Locate public bicycle parking spaces near tram ramps or raised pedestrian crossings to improve access convenience from existing on-road lanes.
- Kerb outstand bus stops should be considered at strategic locations to improve bus priority along the route.
- Consider a painted treatment for existing bicycle lanes to further increase the visibility of cyclists and give greater awareness to all road users.
- Include Smart poles, which can offer intelligent LED lighting, wi-fi access, charging stations and parking sensors, as part of streetscape upgrades.

Further Work

- Commission a parking plan for the Heritage Core and Pakington North precincts to improve the long term management of car parking as the areas change and develop.
- Investigate improvements to existing laneways in the precinct to improve public realm outcomes and parking arrangements.
- Review existing outdoor dining and street trading guidelines that apply to the street.
- Investigate improvements to landscaping and lighting in existing public off-street parking areas.
- Collaborate with key stakeholders to organise and design a Heritage Walk that showcases heritage buildings in the Heritage Core precinct.
- Investigate installing a community board in a visible public building.
- Produce a night-time economy strategy for the Heritage Core precinct.
- Ensure wayfinding elements are designed to be universally legible, reflect the local context and are integrated into the built form or landscape.
- Investigate funding and grant opportunities for restoration of significant buildings in the Precinct.



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CONTEXT APPRECIATION

The Gordon Avenue Precinct stretches along Gordon Avenue from Pakington Street to Latrobe Terrace; large format retail is predominant in the area with some office and educational uses. The precinct developed over time as a peripheral area to the Heritage Core Precinct and Central Geelong.

The streetscape reflects its more car-oriented uses, characterised by large warehouse built form, front setbacks accommodating private car parking, frequent cross overs and a lack of street trees and street furniture. Activity in the precinct is limited and centred primarily on visitation.

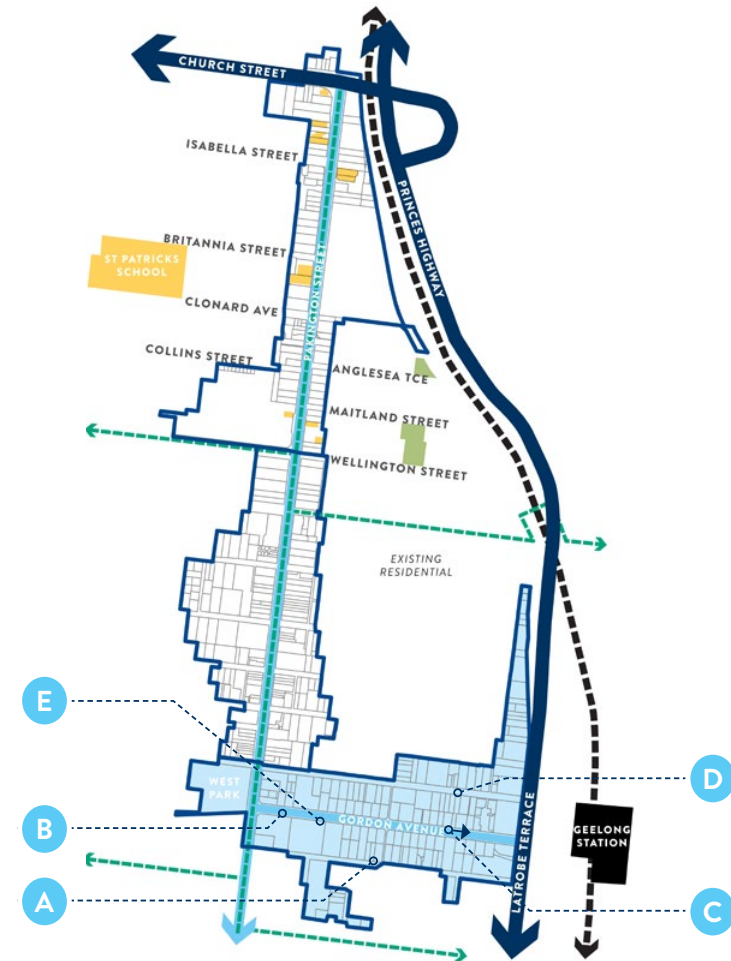
Existing large property sizes and its proximity to 'Pako', Central Geelong and the Geelong Train Station means the precinct has potential to support a wider mix of uses including residential. Gordon Avenue is a key link between Geelong West and Central Geelong.

The City recognises the need to advocate for sustainable growth by encouraging development in areas that are within walking distance to existing services and public transport and can support a range of building types catering for a diverse community by providing greater housing diversity and choice.

Opportunities

Key opportunities that were identified through the analysis of existing conditions, the community engagement process and review of policy:

- Development potential of larger sites.
- Introducing street trees and vegetation.
- Improving connections to Central Geelong and Geelong Train Station.
- Providing more open space.
- Public art and street furniture.
- Improving bus stops.
- Making it easier for everyone to walk around and cross the street.
- Clear signage and wayfinding.
- Renewal and investment through new development.





These images show the different streetscapes in the Gordon Avenue Precinct; along Autumn Street, Spring Street and Gordon Avenue. Autumn Street has a mix of existing low density houses and established businesses in warehouse style buildings. Spring Street is a narrow mostly residential street and Gordon Avenue has a mix of businesses in large buildings with very wide frontages.

Refer to map on previous page for image locations.



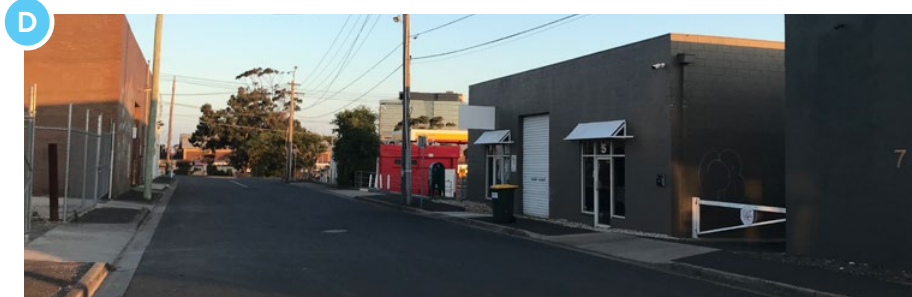
Residential buildings along Spring Street near corner of Coronation Street.



Large building with wide frontage along Gordon Avenue near the corner with Pakington Street.



Existing car dealerships in large buildings with wide frontages along Gordon Avenue.



Industrial style buildings along Autumn Street along the Latrobe Terrace end.



Large building with wide frontage along Gordon Avenue.

VISION

The Gordon Avenue Precinct will develop into a vibrant sustainable mid-rise precinct that provides an appropriate transition from the low density character of the surrounding residential area to the future high-density scale of Central Geelong. Delivering a new form of varied residential and mixed-use development set within a green, leafy, high quality environment that supports a diverse and inclusive community.

Over time, Gordon Avenue will be transformed into a green street that provides a safe and attractive connection to and from the Geelong Train Station and Central Geelong, acting as a key access-way to the western suburbs of established Geelong.

Key Moves

The following key moves for the Gordon Avenue Precinct aims to ensure that the overarching Vision and Guiding Principles for the area are acted on, while providing a way forward for the precinct to become an attractive place to live and work with easy access to the Geelong Train Station, Central Geelong and 'Pako'.

With the ultimate goal to redevelop the area with new development which will provide a greater mix of uses and activities while improving the public realm.

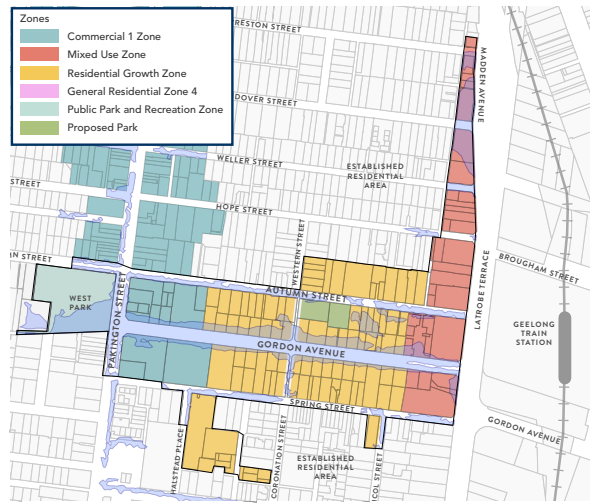
1. Addressing Development Potential



Existing lot size plan.

- Larger lot sizes have the potential to deliver a range of mid-rise developments and building typologies in a prime location, while managing potential impacts to existing low-rise residential areas.
- Ensuring development outcomes have wider community benefits and contribute to sustainable growth.

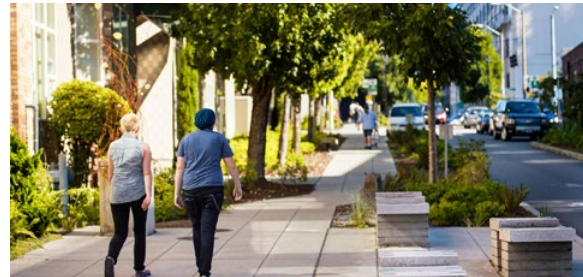
2. Allowing a Greater Mix of Uses



Proposed zones.

- Generating a greater mix of uses in the precinct, with a focus on increasing residential and complementary uses in a prime location within walking distance to the Geelong Train Station and Central Geelong.

3. Improving Streets and Accessibility



Terry Avenue, Seattle, image by Seattle In Progress.



Lonsdale Street, Dandenong designed by BKK Architects. Image by John Gollings.

- Providing a Vision for streetscapes to capitalise on private investment and development.
- Prioritising greening that provides an inviting and comfortable urban environment.
- Encourage new developments to setback for increased planting along streets and to protect internal amenity at lower levels as streets transition into safer and more walkable environments.
- Providing a new central park to create a central meeting point for the community.

4. Improving Connectivity



Latrobe Terrace and Gordon Avenue intersection.



Pakington St and Gordon Avenue intersection.



Latrobe Terrace and Gordon Avenue intersection.

- Highlighting the need to address key projects that will significantly improve connectivity between the area and surrounding services, employment opportunities and public open spaces in Central Geelong and 'Pako'.

LAND USE

Allowing A Greater Mix of Uses

The Gordon Avenue Precinct developed as a peripheral area, with a focus on manufacturing and bulky goods retailing. This role is reinforced through the existing application of the Commercial 2 Zone.

This zone encourages bulky goods and office uses and prohibits residential uses other than a caretaker's house or a residential hotel. The area continues to have a significant proportion of industrial and bulky goods uses, with some office and educational uses.

The lack of residential uses, along with discontinuous building frontages and blank walls limit the activity of the precinct to standard working hours, with little activity and people present in the area after hours.

The area has significant potential to accommodate a wider mix of uses; with a particular focus on residential uses that increase the local resident population, taking advantage of its proximity to the Geelong Train Station, Central Geelong and 'Pako' itself.

Other complementary retail and commercial uses that support a growing local community would extend the Precinct's activity after hours and provide passive surveillance onto Gordon Avenue.

Social housing contributions will be sought as part of the rezoning of the precinct, this is further detailed in section 07 - Implementation of this report.

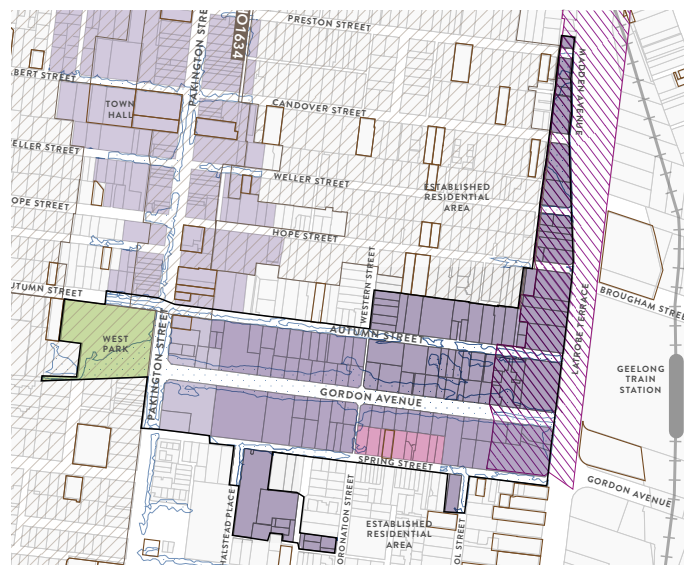


Figure 17. Existing Planning Provisions

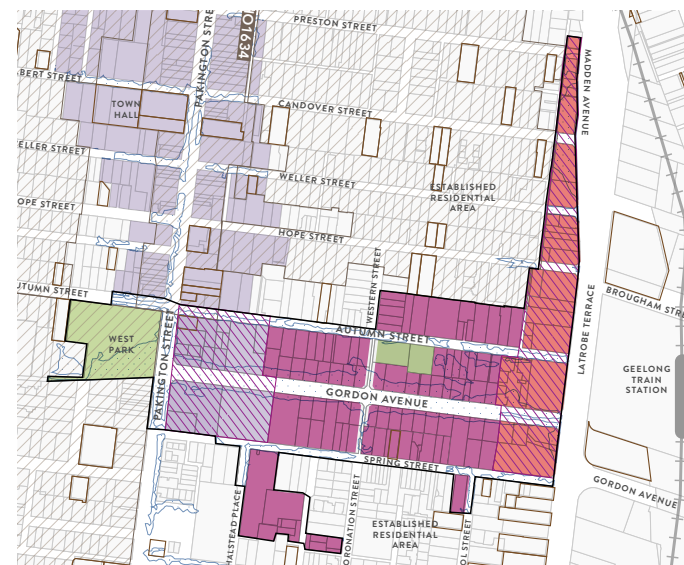
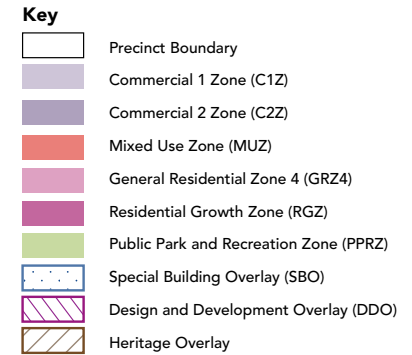


Figure 18. Proposed Planning Provisions



BUILT FORM

Addressing Development Potential

Additional height is considered in order to introduce new housing and building typologies in Geelong West, which currently predominantly consists of single storey detached dwellings and a limited amount of terrace and unit developments.

Proposed heights range from 4 - 10 storeys and respond to a series of existing conditions including consideration of interfaces and street widths.

At the edges of the precinct, buildings reduce in scale and landscape setbacks are introduced to create a buffer between the low-scale residential areas to the north and south. There is opportunity for developments to have a range of uses at ground level with residential units or commercial tenancies above the street.

The design objectives and controls listed in this section will inform planning controls, such as a Design and Development Overlay (DDO), to ensure the built form outcomes sought will be delivered in future development proposals.

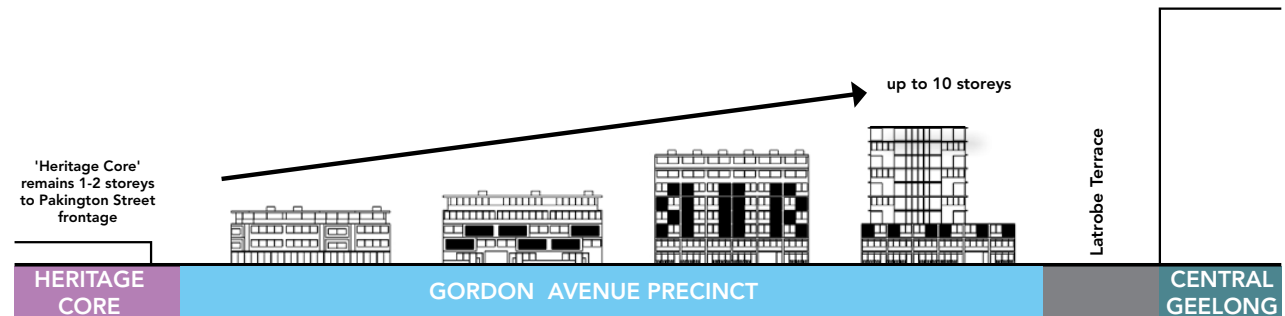


Diagram showing proposed increase in height



Proposed heights in a Geelong context

BUILT FORM Character Areas

The analysis of existing conditions led to the identification of three different character areas in the Gordon Avenue precinct - Gordon West, Gordon Central and Latrobe Terrace.

Gordon West includes sites fronting Pakington Street, several large-scale industrial sites along Gordon Avenue and a series of sites that sit south of Spring Street within the residential area. The existing buildings are predominantly industrial buildings with some retail uses at the Pakington Street interface. The street quality is low with limited trees and narrow footpaths.

Gordon Central includes the majority of sites along Gordon Avenue, Spring Street and Autumn Street. These lots are of moderate scale and interface with sensitive residential areas to the north and south. The existing buildings are predominantly industrial, interspersed between at-grade car parks. This includes a large at-grade carpark owned by the City on Autumn Street.

Latrobe Terrace predominantly includes the sites directly fronting La Trobe Terrace. These sites interface with sensitive residential areas to the west. Latrobe Terrace is a very low-amenity street with four lanes of traffic and limited street trees. The buildings include a mix of industrial and commercial buildings as well as a petrol station at the entrance into Gordon Avenue.

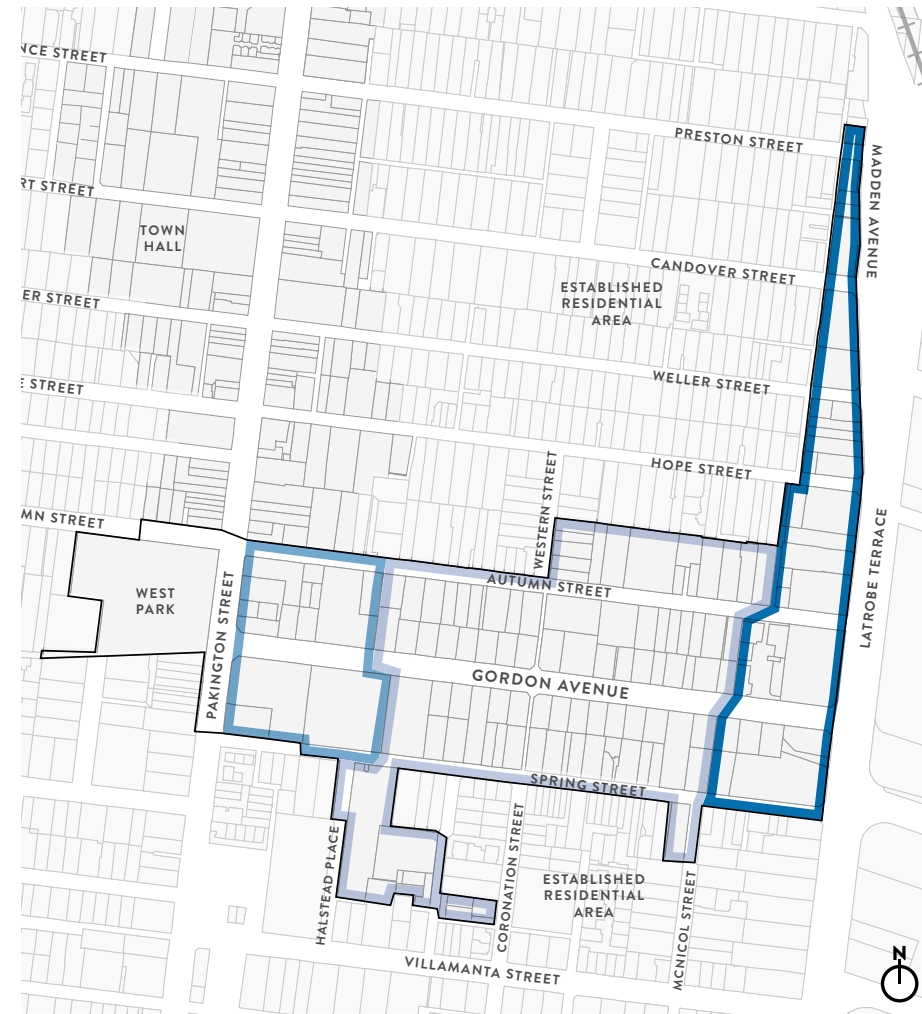
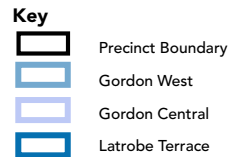


Figure 19. Character Areas Map

Gordon West

The Gordon West area will become a mixed use precinct of 4-6 storey buildings interspersed between new laneways and open spaces. Fine-grain retail tenancies will be provided at the ground floor along Pakington Street and Gordon Avenue to extend the valued character of Pakington Street into the precinct. A ground floor landscape setback will be provided at the southern and northern interfaces to create a sensitive transition to lower-scale residential areas.



Hawke & King, 6 Degrees

Gordon Central

Gordon Central will be a vibrant, green and predominantly residential precinct with 4-6 storey buildings that are well spaced and set within a thriving landscape. A broad range of housing will support a diverse population to live in close proximity to the Geelong Train Station. At the centre of the precinct will be a sunny new open space that is surrounded by community and retail uses. Buildings interfacing Gordon Avenue will be setback to allow for mature trees to establish and provide shade. Solar access will be protected to the south side of Gordon Avenue to ensure that the street remains sunny in the long-term.



Belfe Park, KTA

Latrobe Terrace

Latrobe Terrace is a predominantly commercial precinct that benefits from its close proximity to Geelong Railway Station and Central Geelong. A landscaped setback protects internal amenity at the ground floor and contributes to the improvement of the public realm along major traffic routes. Buildings reduce in height and apply rear setbacks to respond to the sensitive residential interfaces.



Lumina Apartments, DKO

BUILT FORM

Building Heights

The proposed heights are predominantly mid-scale and intend to deliver built form between 4 - 10 storeys which responds to the context and is sensitive to adjoining low-scale residential areas while increasing development potential.

In the Gordon Avenue precinct, the tallest buildings are proposed along Latrobe Terrace and Gordon Avenue intersection reflecting the scale of development proposed on the east side of the street as per Central Geelong Framework (Railway Precinct). These sites are large with minimal sensitive interfaces and amenity impacts. Further north, heights then transition down to 4 storeys responding to more sensitive low-scale residential surrounds and allotment sizes.

The remainder of the precinct sits at 4 and 6 storeys responding to various considerations such as overshadowing to footpaths, sensitive residential interfaces and human scale.

To Pakington Street, the heritage street scale and composition will be maintained by providing a 2 storey streetwall with an overall building height of 6 storeys that responds to the park interface to the west of the street.

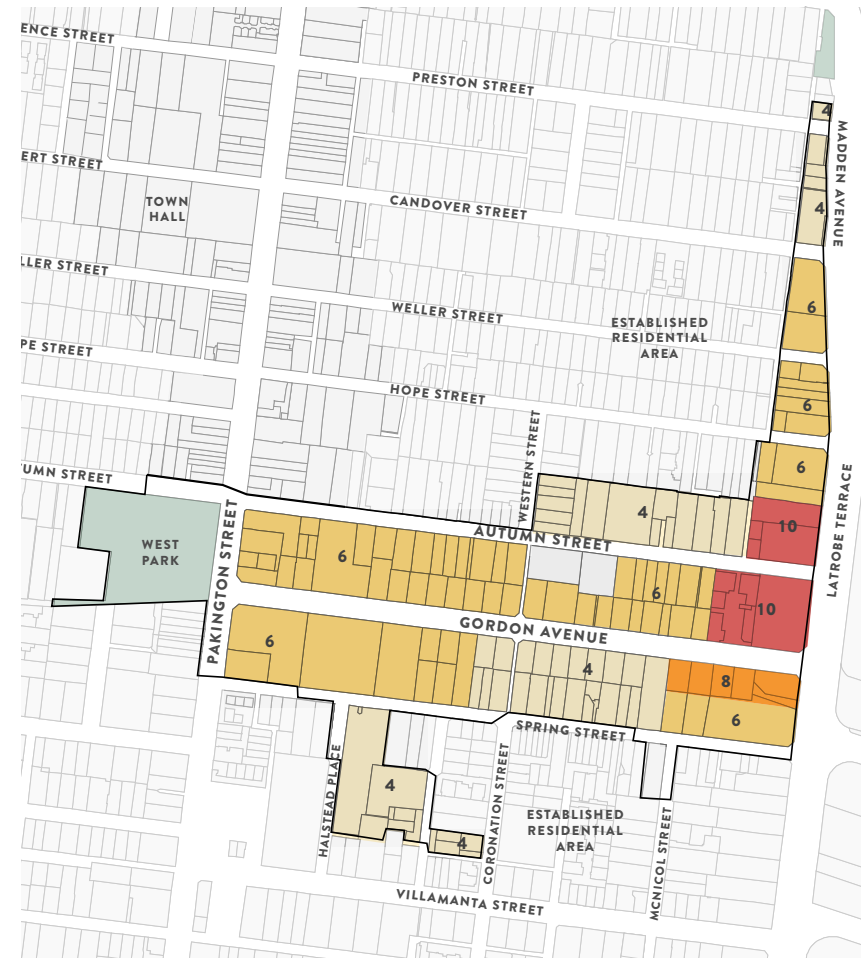
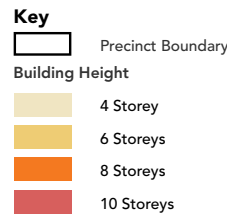


Figure 20. Building Heights Map

BUILT FORM

Site Coverage

The proposed site coverage controls are underpinned by the key attributes and context of Gordon Avenue Precinct.

The higher site coverage of 80% has been proposed along Latrobe Terrace where landscape will predominantly be delivered to the front and rear of sites to improve streetscape amenity.

Moderate site coverage of 70% is proposed in Gordon Central as it seeks to support landscape at interfaces and internal courtyards. The lowest site coverage control of 60% in Gordon West owing to large allotment sizes and potential to deliver significant open space with sufficient internal amenity.

Solar Access

Solar access controls seek to maintain solar access to the southern footpaths of Autumn Street, Gordon Avenue and Spring Street. In order to support the role of footpaths as a key public space, it is proposed that no overshadowing should occur between 11am and 2pm at Spring Equinox. This will ensure that important public and semi-public spaces remain high-amenity in the long-term.

Solar access controls are also proposed for potential future open spaces with no overshadowing above 50% of the site between 11am to 2pm at spring equinox, noting that this control will apply to future open space regardless of final location.

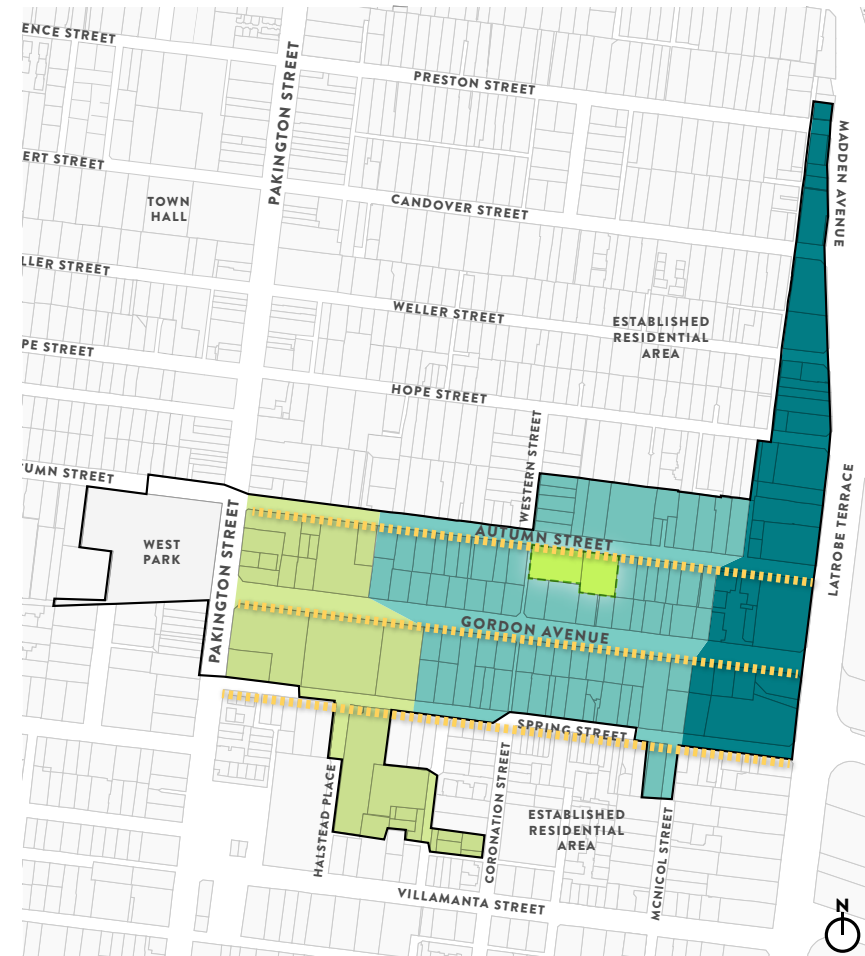
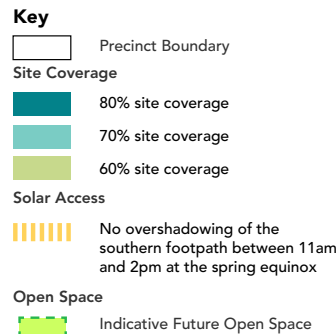


Figure 21. Site Coverage and Solar Access

BUILT FORM Interface Response

Designing a high-quality street interface is an important aspect of the building design as this element of the building has the most significant influence on the public realm.

Buildings will need transition when they directly interface with more sensitive areas of single storey housing. Preferred design outcomes have been established for all of the street interfaces and direct residential interfaces in the Gordon Avenue precinct. These have been established in response to:

- The width and function of streets.
- The desire to create a new landscape character Latrobe Terrace which reflects proposed Central Geelong ambitions.
- The desire to create additional public space at busy intersections.
- The need to respond to the existing residential character of Spring Street and Autumn Street.
- The need to respond to the proposed new park.
- The need to respond to the existing retail character of Pakington Street.
- The need to transition between higher-scale buildings and low-scale residential areas along Ripley Street.
- The need to provide a buffer between proposed higher buildings and low-scale residential areas.

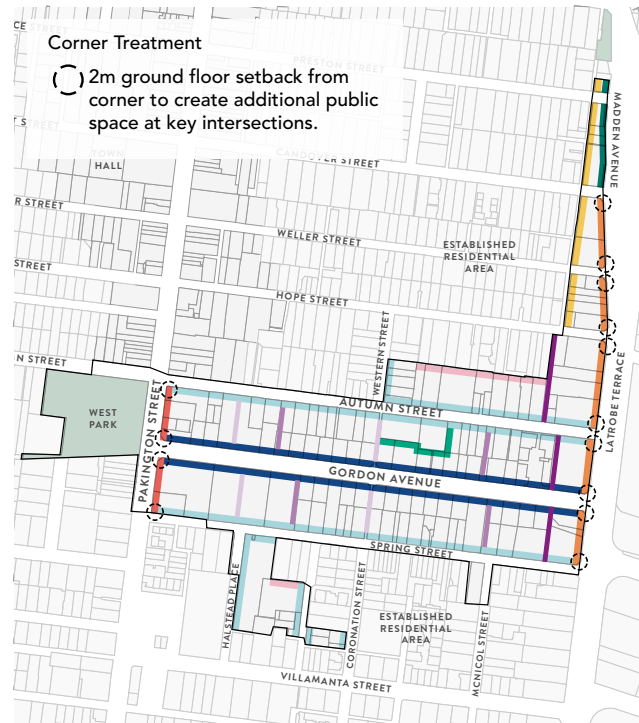
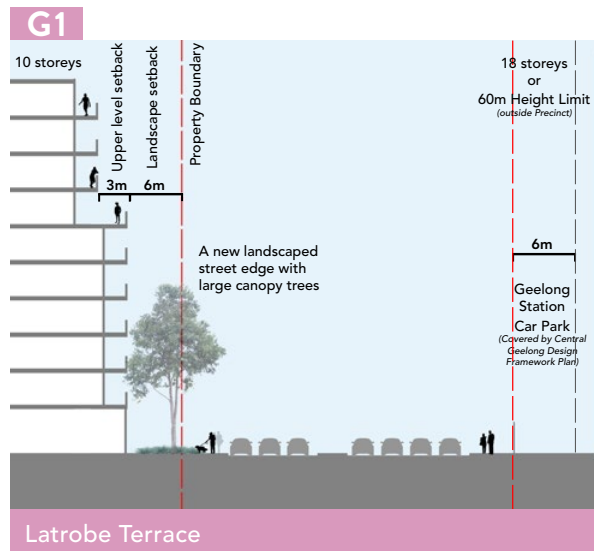


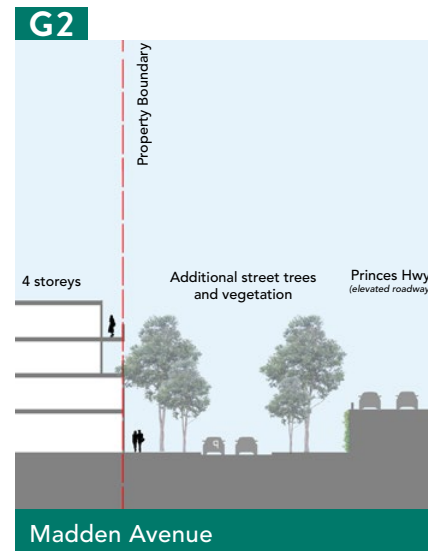
Figure 22. Interface Map

Key	Interface	Building Setback	Street Wall/ Podium Height	Upper Level Setback
G1	Latrobe Terrace	5m	N/A	3m
G2	Madden Avenue	0m	N/A	N/A
G3	Gordon Avenue	3m	4 storeys	3m
G4	Pakington Street	0m	2 storeys	5m
G5	Future Park interface	0m	4 storeys	3m
G6	Ripley Street	2m	2 storeys	5m
G7	Residential street	3m	2 storeys	3m
G8	Direct residential	5m	2 storeys	5m
G9	Laneway interface (pedestrian)	0m	3 storeys	3m
G10	Laneway interface (service)	0m	4 storeys	3m
G11	Laneway interface (new street)	0m	6 storeys	3m

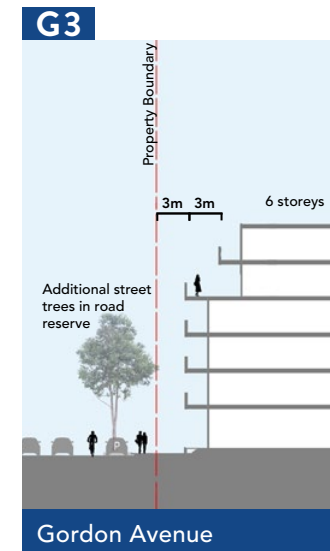
BUILT FORM Interface Response



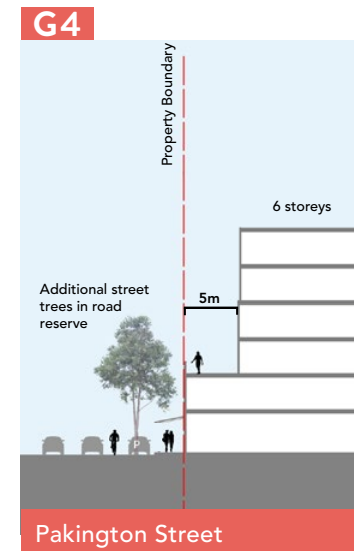
Indicative section demonstrating landscaped setback to Latrobe Terrace which is aligned to the proposed interface to the east of the street. The ground plane will be setback to allow for the provision of recessed entries and forecourts.



Indicative section demonstrating no building setbacks to Madden Avenue.

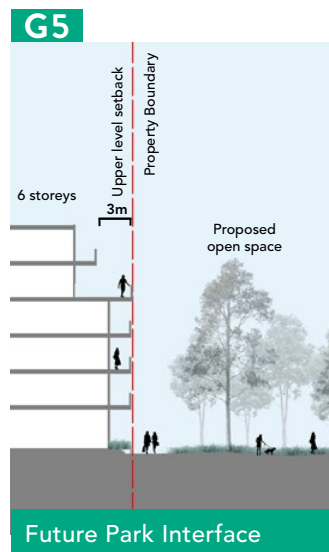


Indicative section demonstrating no streetwall of 4 storeys with upper level setbacks. Ground level will provide opportunities for a landscaped transition from the public to private realm.

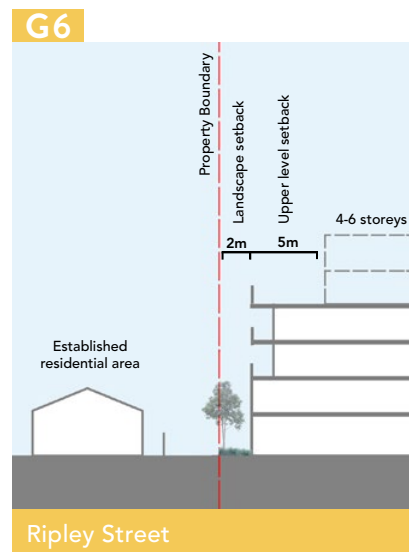


Indicative section demonstrating no ground floor setback and provision of continuous awning at ground level.

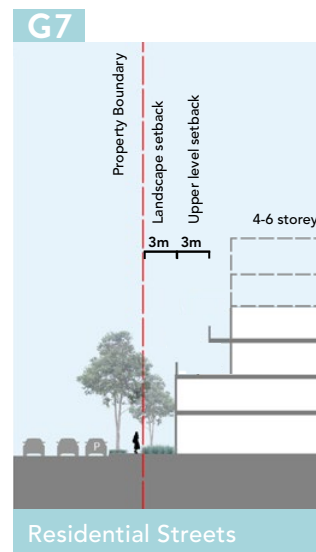
BUILT FORM Interface Response



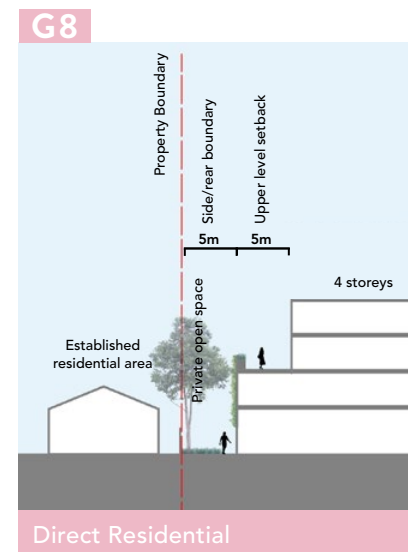
Indicative section demonstrating landscaped edge to ground level to ensure transition to proposed open space. Individual entrances to ground level residences and other forms of edge activation should be considered.



Indicative section demonstrating 5m landscaped setback to rear lane access to create a buffer to low-scale residential areas.

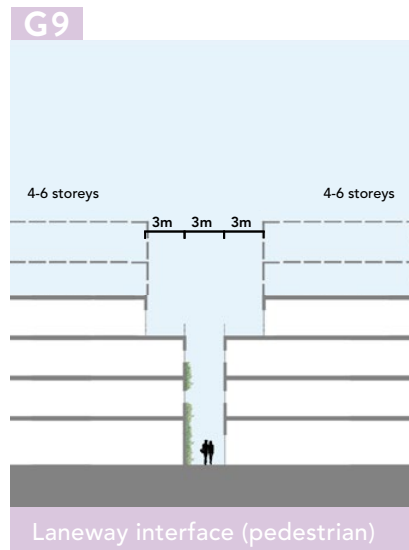


Indicative section demonstrating 3m landscape setback that aligns with predominant street character.

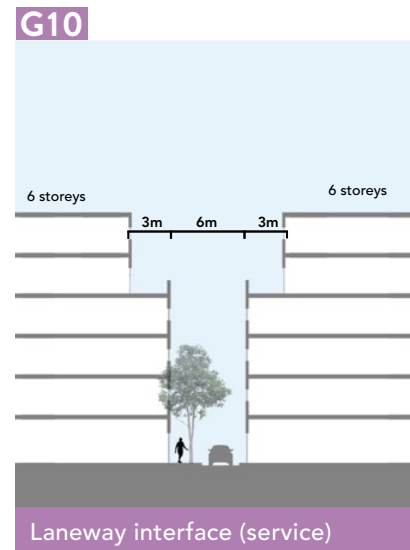


Indicative section demonstrating the provision of a 5m setback to site boundary incorporating private garden at the ground level to provide a buffer to low-scale residential areas.

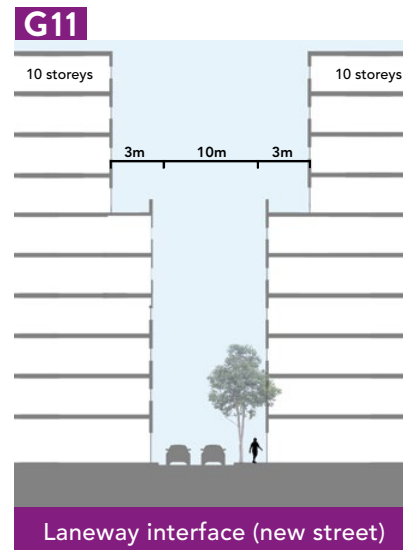
BUILT FORM Interface Response



Indicative section demonstrating laneway interface to pedestrian priority links.



Indicative section demonstrating laneway interface to 6m service with segregated pedestrian and vehicular movement paths.



Indicative section demonstrating laneway interface to new 10m street with upper level setbacks above 6 storeys.

PUBLIC REALM

This aims to respond to Geelong's overarching aspiration to deliver on its reputation as a City of Design by leading the way in exemplary public realm and building design. Responding to the vision for Gordon Avenue to be transformed into a green street that provides a safe and attractive connection to and from the Geelong Train Station and Central Geelong, acting as a key accessway to the western suburbs of Geelong.

Objectives

- To increase street greening by providing new landscaped areas within the public realm.
- To improve connections by creating new laneways and improving safety at intersections.
- To provide landscaped setbacks along low-amenity traffic routes (Latrobe Terrace and Gordon Avenue) to provide a buffer and improve the area while delivering internal amenity at the lower levels of new buildings.
- To provide ground floor landscape setbacks at the interface to low-scale residential streets that reflect the consistent character of ground floor setbacks along the street.
- To reduce the impact of servicing on the public realm by minimising the number of vehicle crossovers required and removing vehicle crossovers where appropriate.

Key

- ①  Potential new central open space.
- ②  Potential to widen footpath along Gordon Ave for tree planting.
- ③  Proposed laneways.
- ④  Improve safety and access at intersections.
- ⑤  Built form setbacks provide greening.
- ⑥  Additional greening at end of Spring Street.
- ⑦  Additional greening to Madden Avenue.



Figure 23. Proposed Public Realm Upgrades

PUBLIC REALM

Key Connections

Gordon Avenue Precinct will require new laneways to manage the increased service requirements of large-scale buildings and provide improved connectivity for walking and cycling.

The current configuration of the intersection between Latrobe Terrace and Gordon Avenue prevents efficient movement for all users as it comprises of three sets of lights, including for cyclist allowing entry and exit from the at-grade Geelong Train Station car park. The future redevelopment of the Geelong Train Station should address the issue of connectivity to improve access for pedestrians, cyclists, buses and private vehicles.

A number of new laneways are proposed in strategic locations to improve connectivity and maximise service access to multiple large-scale sites. It is important to note that the alignment of laneways will remain flexible and is dependant on site planning and typology of future developments. However, in principle it will remain a necessary contribution to the public realm as the precinct develops.

Larger sites of single ownership have been earmarked for the location of new laneways in most instances. This would require a shared uptake of the proposed laneway widths by both land owners. The existing central laneway is proposed to be upgraded into a pedestrian walkway with a new pedestrian crossing providing direct access across Gordon Avenue.



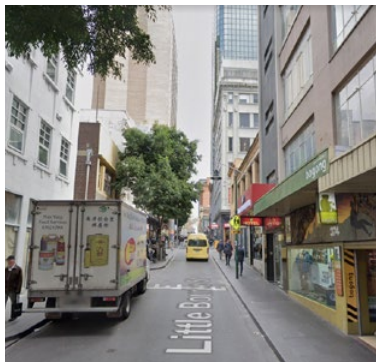
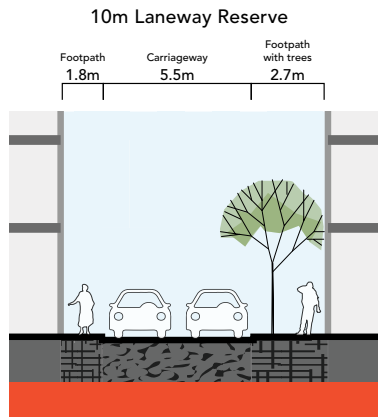
- Key**
-  Precinct Boundary
 -  Existing lot boundaries
 -  Existing 3m laneway
 -  Proposed 10m laneway
 -  Proposed 6m laneway
 -  Proposed 3m pedestrian link
 -  Proposed raised pedestrian crossing
 -  Proposed pinch point
 -  Consolidated lots

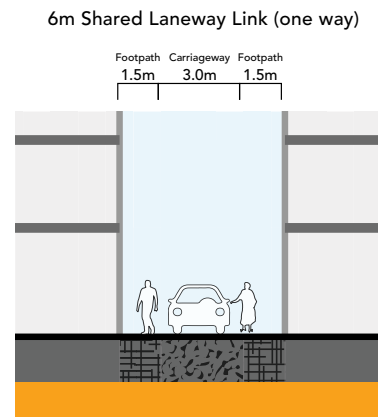


Figure 24. Proposed Key Connections

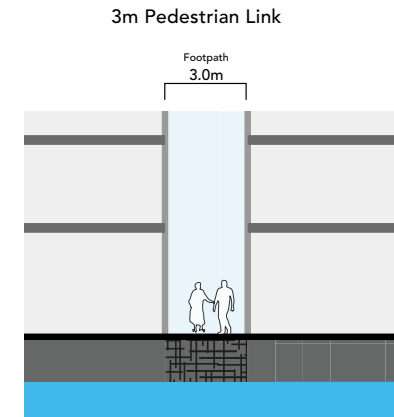
PUBLIC REALM Proposed Laneways



Little Bourke Street in Melbourne demonstrates a laneway of similar width that includes two-way traffic and greening interventions.



Guildford Lane in Melbourne demonstrates a laneway of a similar width that includes one-way traffic and greening interventions.



Scott Alley in Melbourne demonstrates that this scale of built form can be supported along a narrow laneway due to the short length of the laneway.

POTENTIAL FUTURES



Autumn Street



BEFORE - Autumn Street looking south-east towards public car park behind Oxygen College.



AFTER - Visualisation representing upgrades to the public realm, indicative built form and a future open space along Autumn Street.

POTENTIAL FUTURES



Gordon Avenue



BEFORE - Looking east along Gordon Avenue towards Latrobe Terrace.



AFTER - Visualisation representing a potential future design of the public realm and indicative built form along Gordon Avenue.

RECOMMENDATIONS

1. Zone and Overlay Provisions

- The area will be rezoned to Residential Growth Zone, Commercial 1 Zone and Mixed Use Zone to facilitate the land use vision. The precinct will be nominated as a Key Development Area in the Greater Geelong Planning Scheme (clause 21.06-3).
- It is recommended that the full extent of Gordon Avenue is established as a Key Development Area.
- If the land is rezoned and the permitted uses change, existing businesses will be able to continue to operate if they meet the existing use right provisions under Clause 63 of the Planning Scheme. This includes the use being lawfully established under the previous zone or the site being in continuous use for at least 15 years. Existing use rights apply to the land not the business owner so a site can be sold with existing use rights.

2. Opportunities for new open spaces

- Considering the precinct has the capacity to accommodate additional floor space and residents, opportunities to provide further local open space have been highlighted, as existing access and provision is limited.
- The nominated potential site for future open space is a City owned at-grade car park. The demand for this site as a public car park serving local businesses in the precinct will be further investigated once the concentration of commercial and retail uses shifts to more residential uses.
- Other potential sites will need to be investigated.

3. Public realm upgrades

- A future Masterplan for Gordon Avenue is recommended to redesign the street cross section to align with the future vision of the precinct, including enhanced pedestrian, bicycle and public transport facilities similar to Pakington Street.
- Kerb outstands and a raised pedestrian crossing should be provided at the Gordon Avenue crossing to strengthen the pedestrian connection.
- Future developments should remove any redundant crossovers to provide additional on-street parking.
- Further investigate providing treatments at the cross intersections between new north-south laneways and the existing east-west streets, between Gordon Avenue and Autumn Street, to downplay the through movement for the new laneways. This may include entry or exit bans as well as turn restrictions from particular streets.

4. West Park Improvements

- Investigate potential upgrades to West Park to improve accessibility and usability for community events.

Further Work

In order for the land use in the precincts to transition, the City will undertake planning scheme amendments to implement the UDF into the planning scheme.

An amendment process includes requesting the Minister of Planning to authorise the preparation of the amendment. Rezoning will require the completion of relevant further work, such as infrastructure capacity investigations. It also includes a public notice period including the opportunity to make submissions.

Below is a list of further work that may be required:

- Undertake an assessment of the condition and capacity of existing infrastructure, including (but not limited to); utilities and services, drainage, community services and open space provision to support future growth.
- Investigate where an environmental assessment may be required prior to rezoning to a more sensitive use.
- Further investigate open space potential and possible areas for re-zoning (to be considered in conjunction with a potential future strategic site at the area currently zoned (PUZ4).
- Investigate contributions for social and affordable housing via an inclusionary zoning process or a voluntary agreement with potential development sites, which is further outlined in the Implementation section of this UDF.



Pakington North Precinct	111
Heritage Core Precinct	113
Gordon Avenue Precinct	116

PAKINGTON NORTH PRECINCT

Summary Of Actions

- Council adoption of Final UDF.
- Prepare a planning scheme amendment to incorporate the UDF into the planning scheme.
- Undertake an Infrastructure Capacity Assessment.
- Investigate mechanism for contributions for infrastructure upgrades.
- Investigate where an Environmental Assessment may be required.
- Investigate provision of additional open space.
- Prepare a planning scheme amendment to rezone the land, including a Design and Development Overlay or Schedule to Zone to implement guidelines and controls.
- Prepare a Parking Plan for Pakington Street.
- Collaborate with the Department of Transport to investigate improvements to the bus network to improve connections with the Geelong Train Station and Central Geelong.
- Consult with the Wadawurrung Traditional Owners Aboriginal Corporation to identify opportunities for cultural heritage interpretation for streetscape upgrades, renewal projects, wayfinding signage and public art.
- Prepare a masterplan for Pakington Street from Waratah/Wellington Street to Church Street.
- Prepare detailed designs for streetscape interventions:
 - Project A (see pg. 63).
 - Project B (see pg. 63).
 - Project C (see pg. 64).
 - Project D (see pg. 62).
- Streetscape works - Intervention Project A.
- Streetscape works - Intervention Project B.
- Streetscape works - Intervention Project C.
- Streetscape works - Intervention Project D.

* It is important to note that the City's various departments as well as State Government agencies and the wider community will influence each of the initiatives as they progress from concepts and recommendations into policies for implementation and detailed designs for construction. However, the principles, controls and design guidelines outlined in the UDF will be used as the overarching guide for decision-making.

*Proposed timing of actions are subject to the resourcing and budget approval processes of the City's relevant unit(s).

* Short Term : 1-5 years
 Medium Term : 5-10 years
 Long Term : 10+ years

Implementation Timeline

Actions	Timing*	Comment
Council adopts Final UDF	Short Term	Final UDF currently scheduled for December Council meeting.
Prepare a planning scheme amendment to incorporate the UDF into the planning scheme.	Short Term	Subject to capacity in the City's Planning Implementation unit.
Undertake an Infrastructure Capacity Assessment.	Short Term	Council budget bid. Subject to capacity in the City's Strategic Planning and Planning Delivery units.
Investigate mechanism for contributions for infrastructure upgrades.	Short Term	Subject to capacity in the City's Strategic Planning unit in collaboration with the Planning Delivery unit.
Investigate Environmental Assessment Requirements.	Short Term	Council budget bid. Subject to capacity in the City's Strategic Planning unit.
Investigate provision of additional open space.	Short Term	Subject to capacity in the City's Social Planning and Investment unit in collaboration with the Urban Design and Heritage unit.
Prepare a planning scheme amendment to rezone land in the Pakington North precinct, including a Design and Development Overlay or Schedule to a Zone to implement guidelines and controls.	Short to Medium Term	Subject to completion of Infrastructure Capacity and Environmental Assessments and mechanism for contributions for infrastructure upgrades.
Prepare a Parking Plan to improve long term management of public car parking.	Short Term	Work has been commissioned. This work will involve engagement with the Geelong West Business Association. Work being undertaken includes the Heritage Core precinct.
Prepare a planning scheme amendment to implement the Parking Plan into a Parking Overlay.	Medium Term	To commence after completion of adopted Parking Plan. Internal work, subject to capacity in the City's Strategic Implementation unit. Work being undertaken includes the Heritage Core precinct.
Work with the Department of Transport to investigate improvements to the bus network.	Short Term	Investigation will cover Pakington Street in both the Heritage Core and Pakington North precincts.
Consultation with the Wadawurrung Traditional Owners Aboriginal Corporation.	Short Term	To inform preparation of master plan for Pakington Street (from Waratah / Wellington Street to Church Street).
Prepare a master plan for Pakington Street (from Waratah / Wellington Street to Church Street).	Short Term	Council budget bid. Subject to capacity in the City's Urban Design and Heritage Unit. This work would involve further community consultation.
Prepare detailed design plans for: Intervention Project A, Intervention Project B, Intervention Project C, Intervention Project D	Short Term	Council budget bids. These would involve further community consultation.
Streetscape Works - Intervention Projects A, B, C and D	Short Term	Subject to capital funding bids.

HERITAGE CORE PRECINCT

Summary Of Actions

- Council adoption of a Final UDF.
- Prepare a planning scheme amendment to implement the UDF and a Design and Development Overlay for the Heritage Core precinct.
- Consult with the Wadawurrung Traditional Owners Aboriginal Corporation to identify opportunities for cultural heritage interpretation for streetscape upgrades, renewal projects, wayfinding signage and public art.
- Prepare detailed designs for:
 - Pakington Street upgrades; from Autumn Street to Waratah / Wellington Street (see pg. 50).
 - Renewal Project A (see pg. 54).
 - Renewal Project B (see pg. 54).
 - Renewal Project C (see pg. 55).
 - Renewal Project D (see pg. 56).
 - Renewal Project E (see pg. 57).
 - Renewal Project F.
- Investigate reduction of speed limit on Pakington Street to 30km/hr from Autumn to Waratah / Wellington Street.
- Develop wayfinding signage design and public art opportunities.
- Produce and publish an 'access map' for the area.
- Review existing outdoor dining and street trading guidelines.
- Investigate improvements to landscaping and lighting in existing public off-street car parks.
- Investigate funding and grant opportunities for restoration of significant buildings.
- Work with key stakeholders to organise and design a digital 'Heritage Walk' to showcase significant heritage buildings.
- Investigate installation of a community board in a visible public building.
- Investigate improvements to the existing Geelong West Library.
- Prepare a night-time economy strategy.
- Prepare a Parking Plan for Pakington Street.
- Prepare a planning scheme amendment to implement the Parking Plan into a Parking Overlay.
- Prepare a planning scheme amendment to incorporate additional heritage guidelines into the existing Heritage Overlay HO1634.
- Streetscape works - Pakington Street from Autumn Street to Waratah / Wellington Street.
 - Streetscape works - Renewal Project A.
 - Streetscape works - Renewal Project B.
 - Streetscape works - Renewal Project C.
 - Streetscape works - Renewal Project D.
 - Streetscape works - Renewal Project E.
 - Streetscape works - Renewal Project F.
 - Streetscape works - off-street public car parking improvements.
 - Installation of wayfinding signage.
 - Installation of 'smart' poles and parking sensors.

* It is important to note that the City's various departments as well as State Government agencies and the wider community will influence each of the initiatives as they progress from concepts and recommendations into policies for implementation and detailed designs for construction. However, the principles, controls and design guidelines outlined in the UDF will be used as the overarching guide for decision-making.

*Proposed timing of actions are subject to the resourcing and budget approval processes of the City's relevant unit(s).

* Short Term : 1-5 years
 Medium Term : 5-10 years
 Long Term : 10+ years

Implementation Timeline

Actions	Timing*	Comment
Council adopts Final UDF	Short Term	Final UDF currently scheduled for December Council meeting.
Prepare a planning scheme amendment to implement the UDF and a Design and Development Overlay for the Heritage Core precinct.	Short Term	Subject to capacity in the City's Planning Implementation unit.
Consultation with the Wadawurrung Traditional Owners Aboriginal Corporation.	Short Term	To inform preparation of detailed design plans for streetscape / public realm projects.
Prepare detailed design plans for: - Pakington Street (Autumn to Waratah / Wellington Streets) - Renewal Project A - Renewal Project B - Renewal Project C - Renewal Project D - Renewal Project E - Renewal Project F - Improvements to public off-street car parks.	Short Term	Council budget bids. These would involve further community consultation.
Investigate speed reduction to 30km/hr on Pakington Street from Autumn Street to Waratah / Wellington Street.	Short Term	Included in scope of the Traffic Network Assessment currently being undertaken.
Develop wayfinding and public art opportunities and publish an 'access map' for the area.	Short Term	Council budget bid and grant applications. This would involve further community consultation.
Review existing outdoor dining and street trading guidelines.	Short Term	Subject to capacity in the City's Urban Design and Heritage unit.
Organise and design a digital 'Heritage Walk'	Short Term	Subject to capacity in the City's Urban Design and Heritage unit in collaboration with the Smart City's unit.
Investigate installation of a community board in a visible public building.	Short Term	N/A.
Investigate improvements to the existing Geelong West Library.	Medium Term	Subject to capacity in the City's Social Planning and Investment unit in collaboration with the Urban Design and Heritage unit.
Prepare of a 'Night-time Economy Strategy' for the Heritage Core precinct.	Short Term	Council budget bid. This work would involve engagement with Geelong West Business Association.
Prepare a Parking Plan to improve long term management of public car parking.	Short Term	Work has been commissioned. This work will involve engagement with Geelong West Business Association.

Implementation Timeline

* Short Term : 1-5 years
 Medium Term : 5-10 years
 Long Term : 10+ years

Actions	Timing*	Comment
Prepare a planning scheme amendment to implement the Parking Plan into a Parking Overlay	Medium Term	To commence after adoption of Parking Plan. Internal work, subject to capacity in the City's Strategic Implementation unit.
Prepare a planning scheme amendment to incorporate additional heritage guidelines into the existing Heritage Overlay 1634	Short Term	Subject to capacity in the City's Planning Implementation unit.
Stage 1 Streetscape Works - upgrades to Pakington Street (from Autumn to Waratah / Wellington Street) and Renewal Projects A - C	Short Term	Subject to capital funding bids.
Stage 2 Streetscape Works - Renewal Projects D - F and improvements to public off-street car parks	Medium Term	Subject to capital funding bids and grant applications for Renewal Projects D and E.
Installation of wayfinding signage.	Short Term	Subject to capital funding bids.
Installation of 'smart' poles and parking sensors.	Medium Term	Subject to capital funding bids
Installation of community board in visible public building.	Short Term	Subject to findings from investigation and capital funding bids.
Construction works - Geelong West Library improvements.	Medium Term	Subject to findings from investigation and capital funding bid.

GORDON AVENUE PRECINCT

Summary of Actions

- Council adoption of Final UDF.
- Prepare a planning scheme amendment to incorporate the UDF into the planning scheme.
- Undertake an infrastructure Capacity Assessment.
- Investigate development requirements for the existing Special Building Overlay (SBO) and/or drainage upgrades.
- Investigate mechanism for contributions for infrastructure upgrades and delivery of key connections.
- Undertake a phase 1 site assessment to inform the application of the Environmental Audit Overlay for potentially contaminated land.
- Collaborate with the Department of Transport to improve the Gordon Avenue and Latrobe Terrace intersection based on Traffic Network Assessment findings and recommendations.
- Collaborate with the Department of Transport to investigate improvements to the bus network to improve connections with the Geelong Train Station and Central Geelong.
- Collaborate with the State Government on the design of the Geelong Station Precinct to improve access and connections to services from Geelong West.
- Investigate provision of additional open space.
- Investigate upgrade opportunities for West Park.
- Prepare a planning scheme amendment to rezone the land, including a Design and Development Overlay or Schedule to a Zone to implement guidelines and controls.
- Undertake a master planning process for Gordon Avenue, including collaboration with the Wadawurrung Traditional Owners Aboriginal Corporation.
- Construction works - West Park upgrades.

* It is important to note that the City's various departments as well as State Government agencies and the wider community will influence each of the initiatives as they progress from concepts and recommendations into policies for implementation and detailed designs for construction. However, the principles, controls and design guidelines outlined in the UDF will be used as the overarching guide for decision-making.

*Proposed timing of actions are subject to the resourcing and budget approval processes of the City's relevant unit(s).

Implementation Timeline

* Short Term : 1-5 years
 Medium Term : 5-10 years
 Long Term : 10+ years

Actions	Timing*	Comment
Council adopts Final UDF	Short Term	Final UDF currently scheduled for December Council meeting.
Prepare a planning scheme amendment to incorporate the UDF into the planning scheme.	Short Term	Subject to capacity in the City's Planning Implementation unit.
Undertake an Infrastructure Capacity Assessment, including development requirements for the existing Special Building Overlay (SBO).	Short Term	Council budget bid. Subject to capacity in the City's Strategic Planning and Planning Delivery units. To be completed concurrently with work for the Pakington North precinct.
Investigate mechanism for contributions for infrastructure upgrades.	Short Term	Subject to capacity in the City's Strategic Planning unit in collaboration with the Planning Delivery unit. To be completed concurrently with work for the Pakington North precinct.
Undertake phase 1 site assessment to inform application of the Environmental Audit Overlay.	Short Term	Council budget bid. Subject to capacity in the City's Strategic Planning unit.
Work with the Department of Transport to improve the Gordon Avenue and Latrobe Terrace intersection.	Short Term	Based on findings and recommendations from the Traffic Network Assessment.
Work with the Department of Transport to investigate improvements to the bus network.	Short Term	Investigation will cover Gordon Avenue.
Advocate to collaborate with the State Government on the design of the Geelong Station Precinct, to improve access and connections to services from Geelong West.	Short Term	Subject to State Government timing and decision.
Investigate provision of additional open space.	Medium Term	Subject to capacity in the City's Social Planning and Investment unit in collaboration with the Urban Design and Heritage unit.
Investigate improvements to West Park.	Short Term	Subject to capacity in the City's Social Planning and Investment unit in collaboration with the Urban Design and Heritage unit.
Prepare a planning scheme amendment to rezone land in the Pakington North precinct, including a Design and Development Overlay or Schedule to a Zone to implement guidelines and controls.	Medium Term	Subject to completion of Infrastructure Capacity and Environmental Assessments and mechanism, contributions for infrastructure upgrades and Gordon Avenue masterplan.
Prepare a master plan for Gordon Avenue, including collaboration with the Wadawurrung Traditional Owners Aboriginal Corporation.	Short Term	Council budget bid. Subject to capacity in the City's Urban Design and Heritage Unit. This work would involve further community consultation.
Construction works - West Park improvements.	Medium Term	Subject to findings from investigation and capital funding bid.



A**Accessibility**

The ease with which a building, place or facility can be reached by people and or goods and services. Accessibility can be shown on a plan or described in terms of pedestrian and vehicle movements, walking distance from public transport, travel time or population distribution.

Active edge

Provided by a building or other feature whose use is directly accessible from the street or space which it faces; the opposite effect to a blank wall.

Adaptable

A building, place, or space that is able to adjust to new conditions, or to be modified for a new purpose.

Amenity

Something that contributes to an area's environmental, social, economic or cultural needs. The term's meaning is a matter for the exercise of planners' discretion, rather than being defined in law.

Apartment

A dwelling located above the ceiling level or below the floor level of another dwelling and is part of a building containing two or more dwellings.

Attractive

A building, place, or space that is aesthetically-pleasing, or appealing

Amenity

The 'liveability' of a place. A building's amenity is affected by its design, access to sunlight and views, access to facilities and services, and design. Expectations of amenity and comfort change over time.

Artist's illustration

A representation of an object or a scene created by an artist when no other accurate representation is available. It could be an image, a sound, a video or a model.

B**Building element**

A feature (such as a door, window or cornice) that contributes to the overall design of a building.

Building envelope

The possible site and massing of a building.

Building height

The vertical distance from natural ground level to the roof or parapet at any point.

Built environment

The entire ensemble of buildings, neighborhoods and cities with their infrastructure.

Built form

Buildings and structures.

Bulk

The combined effect of the arrangement, volume and shape of a building or group of buildings. Also called massing

C**Character**

The combination of the particular characteristics or qualities of a place

Clear to the sky

An unroofed area or area roofed with material that transmits 90 per cent of light.

Community

A group of people living in the same area or place, or a group of people having certain characteristics, attitudes, and interests in common.

Comfortable

A building, place, or space that provides physical and emotional ease and wellbeing for its people.

Concept Design

A drawing of building forms and spaces which is intended to guide whomever will later prepare the actual design.

Connected

A building, place, or space that establishes links with its surrounds, allowing visitors and residents to move about freely and sustainably.

Connectivity

Creating an interconnected network of open space.

Consultation

A meeting, or series of meetings, set up as part of the design process, to seek advice from stakeholders and the community and to discuss a project's aims, objectives, challenges, and visions. Consultation usually involves people considering projected outcomes or visions.

Context

The setting of a site or area.

D**Density**

The mass or floorspace of a building or buildings in relation to an area of land. Density can be expressed in terms of plot ratio (for commercial development); homes or habitable rooms per hectare (for residential development); site coverage plus the number of floors or a maximum building height

Design principle

An expression of one of the basic design ideas at the heart of an urban design framework, design guide, development brief or design code. Each such planning tool should have its own set of design principles.

E**Enclosure**

The use of buildings to create a sense of defined space.

Engagement

A consultation process, for example, community engagement whereby a particular group is engaged to gather their input in relation to a particular proposal, challenge, or outcome.

Enhance

Enhance means to improve the presentation and appearance of a place through restoration, reconstruction or removal of unsympathetic or intrusive elements; and through appropriate development.

F**Façade**

The principal face of a building.

Fenestration

The arrangement, proportioning and design of windows and doors in a building.

Fine grain

The quality of an area's layout of building blocks and plots having small and frequent subdivisions.

Floor area ratio (FAR)

A measurement of density expressed as gross floor area divided by the net site area.

Form

The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.

Frontage

The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building, faces.

Functional

A building, place, or space that is designed to be practical and purposeful.

G**Green space**

An area of grass, trees, and other vegetation set apart for recreational or aesthetic purposes in an urban environment.

Ground level

The natural level of a site at any point.

H**Human Scale**

The size of a building, parts of a building or its details in relation to the size of a person.

I**Infill development**

A new building in an established historic context. It may be adjacent to a heritage building, within a conservation area, or in a heritage site or precinct. Good infill projects are sympathetic to the surrounding buildings and historic context, and enhance and complement the existing urban, suburban, or rural character.

Inviting

A building, place, or space that is welcoming to visitors, community, and individuals.

L**Landmark**

A building or structure that stands out from the background buildings.

Laneway

A laneway is a narrow road or right of way generally abutting the rear or side boundary of a property. It may be paved or unpaved and in public or private ownership and will typically provide vehicle access to adjoining properties.

Layout

The way buildings, routes and open spaces are placed in relation to each other.

Legibility

The degree to which a place can be easily understood by its users and the clarity of the image it presents to the wider world.

Liveable

A built environment which supports and responds to people's patterns of living, and is suitable and appropriate for habitation, promoting enjoyment, wellbeing, safety and prosperity.

Local

A building, place, or space that relates to an area or neighborhood.

Lot

A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.

M**Massing**

Massing means the arrangement of a building's bulk and its articulation into parts. This is also called bulk.

Master plan

A framework document showing how development will occur in a given place and including building parameters like height, density, shadowing, and environmental concerns. It is a visual document that details a clear strategy or plan for the physical transformation of a place, supported by financial, economic, and social policy documents which outline delivery mechanisms and implementation strategies.

Mobility

The ability of people to move round an area, including carers of young children, older people, people with mobility or sensory impairments, or those encumbered with luggage or shopping.

Movement

People and vehicles going to and passing through buildings, places and spaces.

O**Open space**

Land that has no buildings or other built structures, which is accessible to the public, including green space.

P**Passive surveillance**

The discouragement to wrongdoing by the presence of passersby or the ability of people to see out of windows. Also known as eyes on the street.

Permeability

The degree to which a place has a variety of pleasant, convenient and safe routes through it.

Perspective

A drawing showing the view from a particular point as it would be seen by the human eye.

Place

A social and a physical concept—a physical setting, point, or area in space conceived and designated by people and communities. In this sense, place can describe different scales of the built environment—for example, a town is a place and a building can be a place.

Planning

A strategic, technical, and political process. It outlines potential physical, social, and strategic solutions related to land use, the built or natural environment, and public welfare.

Precinct

A designated area within real or perceived boundaries of a specific building or place. A precinct can be of different scales and usually related to a study area of a particular place.

Private open space

An outdoor area of a dwelling or residential building or land for the exclusive use of the occupants.

Public realm

The parts of a city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks. Also called public domain.

R**Retail**

The sale of goods or materials, in any quantity or manner, other than wholesale.

S

Scale

The size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person.

Section

A drawing showing a slice through a building or site.

Setback

The minimum distance from any allotment boundary to a building.

Site coverage

The proportion of a site covered by buildings.

Storey

That part of a building between floor levels. If there is no floor above, it is the part between the floor level and ceiling. It may include an attic, basement, built over car parking area, and mezzanine.

Streetscape

A streetscape is a collection of buildings along a street frontage. When referred to in relation to a heritage precinct, a streetscape typically contains a majority of buildings which are categorised significant or contributory.

Sustainable

Relates to the endurance of systems, buildings, spaces, and processes- their ability to be maintained at a certain rate or level, which contributes positively to environmental, economic, and social outcomes.

U

Universal design

Designs where all users are acknowledged and designed for- not just those with different abilities. Includes providing access to websites and audio cues for those with a vision impairment, and audio loops for those who are hard of hearing.

Urban canopy

The layer of trees and tree populations that exist in urban settings

Urban design

The art of making places. Urban design involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes that facilitate successful development.

Urban forest

The layer of trees and tree populations that exist in urban settings.

Use

Use means the functions of a place, including the activities and traditional and customary practices which may occur at the place or are dependent on the place.

V

Vision/ design intent

An advisory document, usually produced by a community, showing how development can be carried out in harmony with the community and its setting.

Visualisation

An artist's representation or idea of an object, situation or set of information as an image.

W

Wayfinding

The process of determining or following a path or route between an origin and destination.

Wayfinding Signage

Signage that serves the purpose of helping direct people to a destination.



CITY OF GREATER GEELONG

PO Box 104
Geelong VIC 3220
P: 5272 5272
E: contactus@geelongcity.vic.gov.au
www.geelongaustralia.com.au

CUSTOMER SERVICE CENTRE

100 Brougham Street
Geelong VIC 3220
8.00am – 5.00pm

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The Interim Final Report on the Pakington Street and
Gordon Avenue Urban Design Framework (UDF)

Report on Community Feedback

October 2021



the noagroup

helping groups move from uncertainty to purpose

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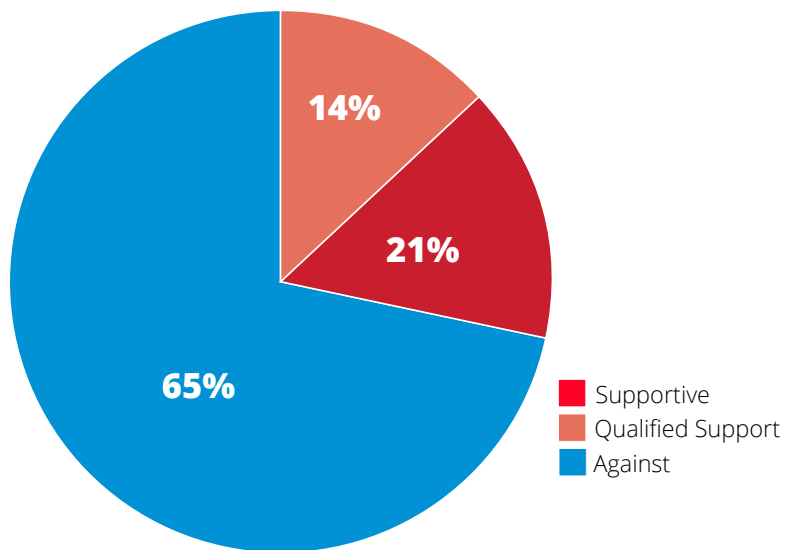
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Overview

UDF Interim Final Report open for comment over 7 weeks from the 6th August to 24th September 2021

Overall Responses:

- 379 submissions were received.
- 81 were positive about the UDF.
- 53 were generally positive but had some concerns.
- 245 were strongly against the UDF

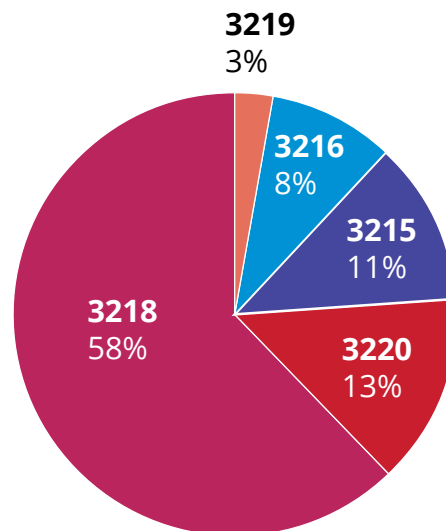


Submissions by Postcode

The pie chart and table below show the post codes of the submissions.

93 % of Submissions came from 5 Postcodes

The 3218 postcode for West Geelong was the highest at 57.6%.



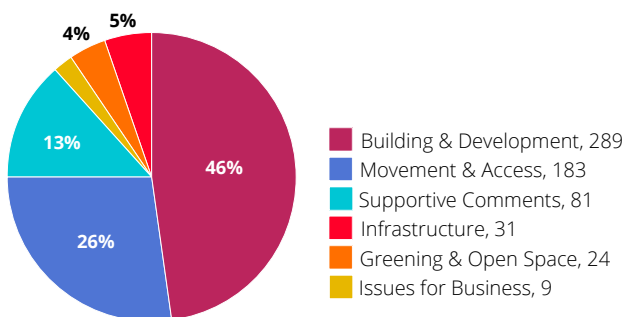
Submissions by Postcode																
3212	3214	3215	3216	3217	3218	3219	3220	3222	3223	3224	3226	3227	3228	3024	3207	3331
0.86	1.43	11.17	8.02	1.43	57.59	2.87	12.89	0.29	0.29	0.57	0.57	0.29	0.29	0.29	0.29	0.29

Overview

(Continued)

Submission Themes

Comments from submissions were sorted into theme areas. The Building and Development theme which included building heights, village heritage and character attracted the most comments. Movement and Access which included traffic and parking was second. Many comments are strongly worded.



Themes from Submissions

During the consultation period, a group of residents raised awareness of the UDF and their concerns. The focus was on their perception of building heights and over-shadowing, privacy, noise, loss of village feel, Geelong West heritage, and charm.

The volume and similarity of submissions around these issues made it clear that the group had successfully raised awareness of their concerns and encouraged others to submit similar comments.

However, the communications from the group of residents, did not reflect what was being proposed by the UDF. Instead, they described the development as 'high-rise' when the UDF proposes low to medium height levels of infill development in response to previous community consultation undertaken in 2020.

As such, the submissions and overall engagement outcomes should be read with this context in mind.

Petition

An online petition initiated by residents and promoted on change.org. gained around 842 signatures, of which 50% were from outside the Geelong area. The table shows the distribution of postcodes. The 3220 and 3218 postcodes had the highest number of signatures.

Area	Post code	#	%
New Town / Geelong / South Geelong	3220	173	20.5
Geelong West	3218	141	16.7
Highton / Belmont	3216	51	6.1
North Geelong	3215	44	5.2
East Geelong	3219	12	1.4
Melbourne	3000/01	139	16.5
Victoria (excluding above)		157	18.6
Sydney	2000/01	35	4.2
NSW & ACT		48	5.7
Qld		23	2.7
WA		10	1.2
SA		4	0.5
Tas		2	0.2
Bangkok		1	0.1
Taipei		1	0.1
Guernsey (UK)		1	0.1
		842	100.0

Report Methodology

- Each individual submission was read. Salient comments were grouped into theme areas.

- The comments were not edited.

A complete list of comments by theme is included at the end of this report.

- A master list of names was assembled to manage potential multiple submissions from individuals.

This list was also used to calculate the number of submissions received.

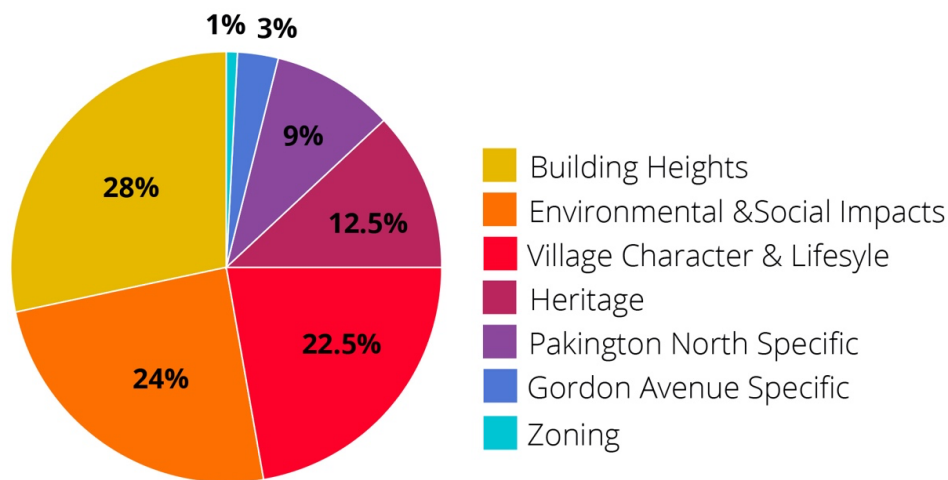
Summary of Comments by Theme Area

Supportive Comments

There are 81 supportive comments.

Whilst acknowledging the concerns of local residents, they highlighted that the changes proposed in the UDF are for the benefit of Geelong as a whole. There is a sense that ‘Pakington’ is looking tired and cannot stay as it is. It needs revitalisation particularly in the Northern industrial areas. Increased residential density and the mix of heights is seen as balanced and needed for a growing population. Further, it is considered that more people in the area will assist retail viability, prolong the sustainability of the area and build a stronger sense of place. Initiatives like bike lanes, greening, traffic management, safety and walkability are welcomed. Two submissions recommended increasing the proposed building heights.

Building and Development Theme



The Building and Development Theme area attracted 289 comments. The following table shows the breakdown.

Building and Development Theme	#
Building heights	82
Village character and lifestyle	65
Heritage	36
Gordon Avenue specific	10
Pakington North specific	26
Environmental and social impacts	68
Zoning	2

Building Heights

There are 82 comments about building heights. There is a perception that proposed heights constitute high rise development when in fact they are low to medium rise (4 to 10 stories). The fact that the proposed heights had been reduced since the first draft UDF was largely overlooked.

A common opinion is that the proposed heights in all precincts should be reduced by at least 50% or capped at 4 stories. There is a view that the proposed 8 storey development on the Strand Woolworths site did not appear in earlier plans and was 'a surprise'. This idea regarding location, however, came from the community and stakeholder feedback received on the draft UDF with that site being considered appropriate to medium rise development.

Opposing views regarding building heights comes from the Urban Development Institute of Australia (Victoria) and Committee for Geelong. The views of these two organisations was that the reduced building heights in the UDF are a missed opportunity and 'Diminished the viability and efficacy of development, reduced the potential number of dwellings that the UDF would have contributed to infill development and affordable housing.' They further argue that constraining development will lead to the long-term decline of the heritage areas.

Their recommendations, in part, are to:

- Re-introduce performance-based criteria to increase building heights by one to two storeys above building heights in the revised draft. This may allow for the viable inclusion of community housing (including social and affordable housing), environmentally sustainable design, and will otherwise serve to reward design excellence.
- Review the four-storey building height areas to instead allow a five-storey height limit for sensitive designed responses which has the potential to significantly improve development viability in those areas and lead to improved design outcomes.
- Undertake further work in relation to the Heritage Core Precinct to:
 - define key heritage sites and their specific values.
 - allow for sensitively designed redevelopment that protects and enhances those structures and their values.
 - allow for sensitive development and redevelopment of sites in the heritage precinct that do not have heritage values i.e., 132-134 Pakington Street.

Village Character and Lifestyle

There are 65 comments about Pako Village character. These are linked to the perceived impact of higher buildings on the low rise, human-scale village that people value. There is a recurring perceived fear that the village charm and character will be lost to crowds and congestion. A number of people commented that they had moved from Melbourne to Geelong West to escape overcrowding and to have a more relaxed community-based lifestyle and fear that they will not be able to secure this outcome for themselves.

Heritage

There are 36 comments about the impacts of the UDF on heritage. To some extent there is overlap with the comments about village character. If added together there would be 101 comments.

The residential areas in West Geelong have a heritage overlay which some believe should be extended. There is a tension between the development requirements on buildings within the heritage overlay and the proposed higher-level residential developments in the adjoining UDF precincts.

Gordon Avenue Specific

There are 10 comments specific to the Gordon Avenue precinct. They mostly object to the proposed building heights. There is however, some recognition that Gordon Avenue has less heritage concerns and the potential to accommodate more residential development.

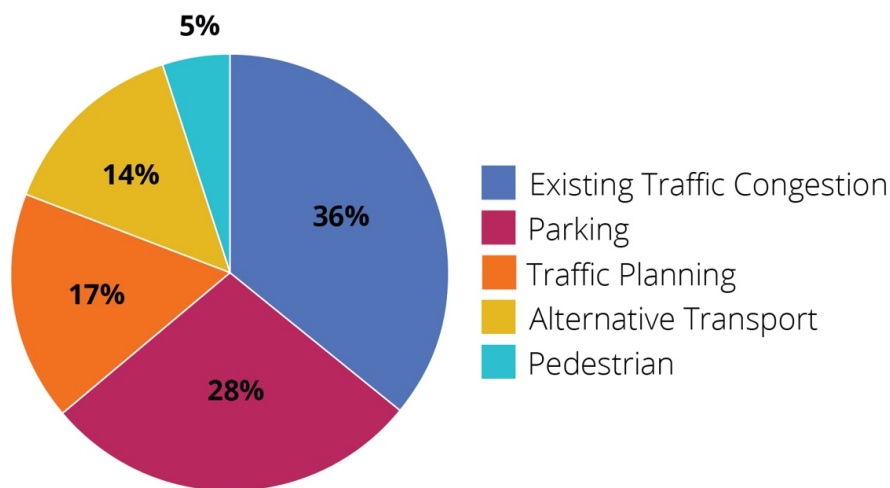
Pakington North Specific

There are 26 comments specific to Pakington North. Again, there is objection to proposed heights over 4 stories. However, some submissions recognised the need to rejuvenate the area and there was support for the redevelopment of the railyards which are considered to be an “eyesore”.

Environmental and Social Impacts.

There are 68 comments about perceived environmental and social impacts. Homes that are near to proposed higher residential developments are worried about overshadowing and loss of sunlight in winter. Residents in Waterloo Street seem particularly concerned and some have sought engineering assessments about losing sunlight. Some argue that overshadowing will adversely affect the efficiency of solar panels. Overlooking and a consequent loss of privacy is a concern to residents whose homes will be near to higher buildings. There is concern about the potential for higher buildings to cause wind tunnelling, to be heat banks and to generate increased noise from additional air conditioners and more people. Potential unsocial behaviour and the implications of Covid were also raised.

Movement and Access Theme



The Movement and Access theme attracted 183 comments. The following table shows the breakdown.

Movement and Access Theme	#
Traffic planning	31
Existing traffic congestion	66
Parking	51
Alternative transport	25
Pedestrian	10

Traffic Planning

A number of submissions expressed concern about the absence of a traffic plan. The late release of the Traffic Network Impact Assessment by traffic engineers “One Mile Grid” angered some people who felt they had insufficient time to comment. However, the Report concluded that the developments proposed

by the UDF would generate a 0.7% increase in traffic per annum over a 10-year period which was considered reasonable.

Existing Traffic and Congestion

Congestion issues were acknowledged for the morning and afternoon peak hours. Submissions suggest that the UDF area, in particular Pakington Street, is currently experiencing traffic congestion. The logic presented by most of submissions is that increased housing density will increase the number of cars and that in turn will make the present situation worse with local streets increasingly becoming “rat runs”. There are differing views about the suggested extension of Madden Avenue. There were a few comments about the reduction of speed limits which ranged from lowering the limit, retaining the existing limit and increasing it in Pakington Street. One submission suggested trialling a car free Pakington Street at weekends.

Parking

The adjoining heritage residential area has narrow streets and not all houses have off street parking. As a result, many residents have trouble parking near their home. Again, the fear is that increased residential developments without onsite parking will make the present situation worse. In the heritage shopping precinct parking is free and there are mixed views about adequacy and losing spaces to cycle lanes and other installations. Parking will need to be considered when developing Pakington North.

Alternative Transport

There are mixed views about bicycle lanes. Some welcomed the proposed designs and made constructive comments about possible improvements. There were also suggestions that bicycle lanes were not good for businesses and could restrict parking. At present, cyclists find Pakington Street hazardous. There is some scepticism about reduced car use in the future and the adequacy of public transport as an enabler for that to happen.

Pedestrian

There is a view that current pedestrian crossings on Pakington Street are dangerous. Some consider them an obstacle to traffic.

Infrastructure Theme

There are 31 comments about infrastructure. The following table shows the breakdown.

Infrastructure Theme	#
Sewers, drains, and roads	14
Footpaths, signs, lighting and toilets	8
Social infrastructure	9

Overall, the submissions questioned the capacity of infrastructure to cope with the increased population arising from higher residential densities. The suggestion is that existing systems need upgrading. There was some support for wider and more accessible footpaths and improved street lighting. A number of submissions raised questions about the need for social infrastructure and services (schools, childcare, health) from increased population. There were comments in the traffic section about existing congestion at school drop off and collection times and concern that it would get worse. Social housing did not attract comment. One submission did express concern about the need for housing options for disabilities.

Greening and Open Space Theme

This theme attracted 24 comments. There is general support for green spaces and trees and an appetite for more than what is described in the UDF. The view was expressed that more green and open spaces will be needed if the population increases. Some mention was made about tree species selection. Some felt that Geelong West lacked sufficient green space and that tree canopy was needed to mitigate the effects of climate change. There were also suggestions to build a community open space into the future design.

Issues for Business Theme

Nine comments were noted in this theme. They largely reflect concern and uncertainty about the impact of the UDF on local businesses during construction and when the developments are complete. A number of the supportive comments felt that increased housing density would be positive for local businesses.

Comments from Submissions

Comments from Submissions

The comments captured for each of the themes are set out in the following tables. They are unedited and some are strongly worded.

Supportive Comments
Contrary to some, I support the redevelopment of Pako. I do not believe that it will alter the “village feel” of the street/streets. I see streets that have a similar look (with the development), like Kew Junction, And the place has been thriving. Pako cannot stay as it is forever, as Geelong grows, and people wish to move into the neighbourhoods. They need a strip that meets the demands - a demand that will only grow into the future
While it's clear no residents in the local area will want this to happen, it is needed to allow for further growth and development of both Geelong West area and Geelong overall. In reality, traffic impact will be minimal as it is already a busy area. Developing higher density housing along or off Pakington Street will not impact the streetscape and it is quite a mix of styles already. And it really is time shoppers had to pay for parking - being free in this area just keeps people away from the CBD. While there may be time limits in places, these are not enforced.
Feedback from existing residents and, in particular, a vocal minority concerned about potential negative impacts associated with development on their existing interests, rather than positive outcomes for the broader community. Limited consideration has been given to the desires and needs of future residents, the long-term viability of overall precinct, or its potential contribution to the Greater Geelong Region.
I'm supportive of the proposals as investment in Gordon Ave and Pako North precinct is important. My main interest is in the Northern Precinct as a Britannia St east end resident. I love the idea of developing over the railyard area and improving the streetscape. Overall, I'm supportive of the urban renewal especially separated bike lanes and improved tree lined streetscapes
I support the development. It will add much needed accommodation for Geelong West. The development will further encourage Pakington Street's emergence as an exciting strip of cafes, restaurants and contemporary shops. It will enhance the suburbs of Newtown and Geelong West as a place for all ages and hopefully promote cultural diversity by offering accommodation other than traditional housing.
'Pako' has developed a unique character that has made it a retail and eatery magnet. The plan to allow more people the opportunity to live within walking distance of 'Pako' will prolong its sustainability. Density living is the cornerstone of the global living that has had limited impact in Australia. Density sites as proposed will be of great benefit to the Geelong area. Densification of areas will improve how the city interacts and improves life.
The effort to push the retail/cafe/active retail core further up past Waratah Street is particularly welcome - currently 'good' Pako ends abruptly at the 'Little Pakington' building and built form is largely undistinguished past that. There is a need to preserve the very few architecturally interesting buildings in this area - e.g., the 'Pako Raw' building and the Telegraph Hotel. The plan's approach to preserve the low-rise core and push higher rise development onto periphery is broadly sound. Significant redevelopment of Gordon Avenue is acceptable as long as the activation approach - focus on retail ground floors, development of north-south lane way connections etc. is not compromised. Wow ... Amazing project
In my opinion you have got the mix of low and high rise (10 storey) infrastructure right
Yes 10 stories will be awesome on Pakington North Precinct...
Love it. Plans look brilliant. I only live a block from Pako and can't wait to see some growth and revitalisation in an already beautiful area.
Yes put 10 stories apartment for better community
Mind blowing plan.... Affordable living on Pako will be dream... so beautiful... yes
Hi, as a commercial property owner (77&79 Pakington Street and 2&4 Collins Street), I am supportive of the final interim draft for Pakington Street North.

Supportive Comments
This is well needed! I applaud the Council on pushing this direction. The area is in need of investment and development! At present, it poses a danger to the community and attracts industrial commercial commerce that is no longer suited to the area or suburb. I live on the street; it cannot happen soon enough.
Love the work gone into these proposals. Really appreciate the possibility of renewing and growing the more industrial areas of Pako and Gordon St. I live on O'Connell St and all for the high rises and bike paths. We should be opening this area up to a more diverse culture and more diverse residential options will do that.
Geelong city needs the upgrade as this has been resisted for too long. Remove heavy vehicles
We are supportive of development that is sensitive and appropriate. We would like to see development that rejuvenates the Northern end of Pako.
I'm supportive of the proposed UDF. Currently Pakington Street in Geelong West is desired by the surrounding community however I believe that the street under delivers on design, retail offering (more so to the north) and connectivity for pedestrians and bikes. Additionally, the street struggles with night-time visitation with the street busiest during daylight hours (say around 7am to 6pm). I hope this UDF will ultimately promote people to visit and experience the street after 6pm, by increasing the local resident population, improving the visual appeal and promoting a greater retail and hospitality offering. In doing so, public parking areas behind or within the new buildings would be required to ensure visitation is possible without taking away from the visual amenity of the street. Noting that the suburban areas of Geelong are currently very car focused with this trend likely to continue.
Having viewed the detailed planning documents and setbacks for higher buildings this does look reasonable. The provision of safe well defined cycling lanes could be enhanced with Danish systems where the cycling lane is on the inside of the parked cars as in La Trobe St Melbourne. Increase planting of trees and development of parks is essential for cooling in summer and carbon capture. The Gordon Ave and Pakington St plans will definitely create a village density that can only enhance the area as long as there is adequate green space unlike the over development of Docklands in Melbourne which has become a concrete jungle.
Re-introduce performance-based criteria to increase building heights by one to two storeys above building heights in the revised draft. This may allow for the viable inclusion of community housing (including social and affordable housing), environmentally sustainable design, and will otherwise serve to reward design excellence. •Review the four-storey building height areas to instead allow a five-storey height limit for sensitive designed responses–this will significantly improve development viability in those areas and lead to improved design outcomes. •Review building heights upward in key locations with minimal impact but significant potential to positively contribute, in particular: larger sites generally, but in particular where consolidation of lots provides for sites over 2000sqm; the north side of Gordon Avenue and Autumn Street; and in the vicinity of the Rail Sidings Yard.
I reside in Clarence Street and I am not averse to change and do see some benefit in the proposal in relation to 'tidying up the streetscape' with some development in the Strand and in particular, the Rail Yard area, which is an eyesore (although this seems a bit pie in the sky at the moment).
I strongly support the intent and general themes of the UDF (increase density, increase walkability etc The health and environment impacts of cars and growing traffic (injuries, noise, air pollution, tyre particulates, lost public space etc) are underplayed in the key drivers for change. I support Council facilitating new social and affordable housing. But funding it with a new tax on infill housing development is surely a discouragement to building what the UDF says we need. Why not instead a) place an annual charge on rezoned land that is (un)developed below its site potential or b) apply the tax to greenfield land development or c) fund the affordable housing trust via general rates (probably the fairest mechanism)
I strongly agree with the UDF that would endeavour to promote walking/cycling/public transport. Lower speeds and an improvement in the streetscape.
I really like the visualisations of the upgrade. I think it will give Pakington St a much-needed revitalisation as it is looking a bit tired these days.
Yes, this is wonderful & brings modern new apartments for high quality living in desired location

Supportive Comments
Gordon Ave has less heritage value, and some semi high rise could be advantageous.
Agree with some of the development for higher density housing in the area and other improvements like bike lanes and more planting
The geographic areas under consideration within the Interim Final UDF clearly need revitalisation. Furthermore, the COGG needs to cater for its growing population and the demand for residential space. Parts of the area under discussion are tired, unattractive, economically under-utilised, derelict and unwelcoming.
I commend the UDF on its objectives to unify the area of Pakington Street and Gordon Avenue, to green it, and to make it safer through lighting, better paths and careful traffic management.
Great plan to improve Geelong west area.
Gordon Ave can be developed more and as is mentioned, greening everywhere.
Certainly, the Pakington St North and Gordon Ave areas require upgrading/renewal.
Very nice plan & good for locals to live on iconic Pakington street... yes 👍
Looks good. Approved.
Good for Geelong
Very nice... excited. Looking forward. yes, for this project
Yes excellent
Yes, very good plan
Yes, go for it, very good plan
It's awesome... go for it... yes yes yes
Very beautiful project. big yes
It's going to so Beautiful ... lucky to be in Geelong west. obviously yes go ahead
I think this is exactly what Geelong needs - Beautiful! Just don't make it a ghetto.
Overall, the plans for the area are exciting and a great future for Geelong.
Excellent plan 😊
Any improvements and advancement to Pakington st can only enhance the area and improve it for residents in the area and the whole of Geelong.
Very happy with the Interim Final UDF
"We support the UDF. Practical upgrading and development is long overdue"
I support UDF
I love the idea of strengthening the role of our existing Geelong West and Pakington St urban area by making the neighbourhoods more functional and liveable and to connecting it Central Geelong.
I regularly shop and patron cafes and restaurants in Geelong West and after viewing the UDF plan for STRONGLY AGREE with the plan. It ensures the heritage of the area is intact and focusses on all the areas that have needed attention for many years.
I am in full support of the UDF for the benefit of the business owners, property developers and residents of Greater Geelong.
I am in support of this version of the UDF and look forward to the upgrades in the area.
"100 percent support of the UDF It is "common sense ""
"I am in support of the findings of the UDF. Kind regards Grant Collins Mr Collins Florist"
"I support the UDF fully. I work in Pakington St and spend much time in the area"
I agree with document
I fully support the Interim Final UDF
I fully support the UDF.
I support the Final UDF for Pakington St and Gordon Ave but continue to have concerns re infrastructure support especially when it comes to traffic flow.
I fully support the UDF

Supportive Comments
I support the findings of the UDF.
I fully support the implementation of the UDF.
I fully support the UDF.
I fully support the UDF!
I support this UDF.
I fully support the proposed UDF and think it is long overdue.
Great news
Qualified Support
Council has a genuine opportunity to rejuvenate the Northern end of Pako. This should be embraced sincerely and result in development that is thoughtful and sensitive which enhances residents' enjoyment and liveability.
I do not object to change but believe it should be in keeping with the current landscape.
I've been a local Business Owner for the last 23 Years, and understand, and support investment and improvement in Residential Areas. However, this should never come at the high cost of Residents, Rights, Privacy and Wellbeing
Happy to support the development and improvement of the area but not at the risk of the neighbourhood that live there.
I think it's really good that Pakington st is undergoing an upgrade and most of the street improvements look great. I do however have concerns
Overall, we believe the Interim Final UDF to be a well-constructed and representative document to guide future development of Pakington Street and Gordon Avenue. Notwithstanding, we believe that some changes are necessary in order for the UDF to deliver key objectives and for it to be more broadly accepted.

Building and Development Theme Comments

Building Heights
My preference would be the allowance of 6 stories on the East side of Pako and 4 on the West side.
Proposed 8 level development on the Strand site is totally inappropriate height for the area and would exacerbate the parking and traffic congestion problem that is already an issue
8 story Woolworths's development covering approximately half of the Pakington Strand site is enormous. Residents have no knowledge of this proposal and have been denied the opportunity to consider the impact of this on local amenity.
8 level buildings on "The Strand" Woolworths site (which was not in earlier Council draft plans).
The proposed 8 storey development on the Woolworths site is of concern in terms of the loss of residential amenity, increased traffic and close proximity to Ashby Primary School.
I do note with concern, however, that the development on the Woollies site was not part of the original plan and the community have been given very little time or opportunity to comment on this
I also oppose plans for 8 levels at Woolworths and 10 levels at the rail yards due to the dense living, more cars, more people who want more bars, late night music, more potential crime and increase traffic flow in our little narrow Geelong West streets.
The proposed treatment of the Pakington Strand Shopping Centre as a strategic site (with MUZ) allowing for 4 –8 storeys is inconsistent with the logic of the UDF and the principle of graduated height levels. It is also out of character with the adjacent Core Heritage Precinct. Conversely, the limitation of building height to a maximum of 2 storeys in the Core Heritage Precinct is unnecessarily restrictive.
It is incredibly disappointing that this revised plan has ignored so many of the residents' views. Even though community feedback said that 10 storeys is too high, the plans persist with this idea. Halve the heights

Building Heights
Why not a requirement for street level green spaces, set back apartments in sections, limiting the height to 6 stories on one side and no more than 3 on the opposite side.
The building heights need to be reduced in height in all areas by at least 50%
The proposed building heights should be decreased by at least 50%
Building heights - from 4-10 storeys – must be reduced by more than 50%. They are not suitable for a low-rise, heritage village suburb
Reduce building heights by more than 50%.
Nothing over 3 or 4 stories please.
A maximum of 3 stories high for Pakington street is acceptable, any more is unacceptable and out of character.
Reconsider the proposed Pakington street redevelopment to decrease the building heights by 50% (to 2 levels
I have read through the planning proposal for the Pakington st upgrade and think that the proposed building heights are too high. I think that all the proposed building heights should be halved in height to suit the area
The exception being the Rail Stabling Yard where a higher limit could be made conditional on the provision of public open space and a new internal road (proposed Madden Ave extension) on to Pakington Street.
Inappropriate building developments that are ridiculously high (ranging from 4 – 10 stories) that would be deemed inappropriate in Melbourne suburbs let alone Geelong.
The 6-10 story buildings on the north of Packo St are excessive.
Building height up to 12 stories. Definitely not. Anything above three stories is detrimental to the area
My property abuts the Southwest corner of proposed UDF. With these new proposals 3 sides of my property are now faced with 4, 6 and 10 story high rise buildings.
Page 99. Page 101. Height Limits. The height limits (all of them) shown on this page are not appropriate for the neighbourhood,
The inappropriate building heights. Multiple high-rise developments of 4-10 stories in Geelong West including: 4 level buildings / apartments to be built on Pako at the end of Wellington, Maitland, Anglesea and Waterloo streets. 4 -8 level buildings along both sides of Pako from Wellington to Church Street. 10 level buildings on the rail yards site.
I am concerned about the ability of the Council to say no to an increased number of storeys. It has happened so regularly in Melbourne, and I can think of at least one example at least in Geelong, where a plan for a building of 12 storeys has increased to 15 or more storeys. Ten storeys to my way of thinking is too high and open to the increase to high-rise proportions we find on the other side of Latrobe terrace. How will the Council ensure there is not “storey creep”? How will developers be held to account?
I’m concerned specifically about the plans for 4 level buildings at Wellington, Maitland, Anglesea and Waterloo streets. Along with 4-8 level building plans along Pakington street towards church st, 8 level buildings on the Woolworths site and 10 level buildings on the rail yards site.
Building heights for residential apartments that don’t exceed four or five stories: The introduction of 10 story apartments would change the dynamics and amenity of the area so dramatically that lower building envelopes should be preferred.
I am particularly concerned about some of the building heights along Pakington Street specified in the Interim Final Urban Design Framework (UDF). Whilst the heights have been reduced from the initial UDF, I am firmly of the opinion that four storeys should be the maximum allowed for any building that faces onto Pakington Street.
Height limits - I believe that height limits of a maximum of 4 storeys should apply to Pakington St North and 6 storeys to Gordon Ave.
A more appropriate height of between 2 and 4 stories will still develop the area but be overall more consistent with the village aesthetic.

Building Heights
Buildings should be limited to three stories well set back in the ones facing the street. Four stories behind them could be permitted and maybe up to six or eight stories at the back of the development. Ten stories facing Latrobe Terrace are way too high and would be a permanent blot on the landscape.
There are no buildings in the vicinity of Gordon Avenue or Pakington Street, higher than 3 stories. This places the proposed buildings to be towering over the local vicinity. I believe that there should be a height limit set to the current height of the Pakington Street shops, out to at least 250m back from Pakington Street.
I don't want any high-rise buildings
I am very disappointed to see some of the high-rise apartments are to be up to 8-10 stories high. I find this to be highly offensive. While I am not against progress or development, I think that up to 3 levels high is more in keeping with the Geelong West environment.
Building Heights, Interfaces and Site Coverage Pakington North Precinct No more than two storeys
Six to ten storey buildings are too high no matter how much greenery you plan to give us.
Let us remember the impact that a 4-storey building will have on private residences on the south side of Hope St, they would lose all privacy into their backyards as well as the front yards of residences on the North side of the street. I do believe that 10 storeys is too high for the corner of Autumn & La Trobe Terrace.
Currently I can't think of a building that's over 2 stories in the area. Increasing building height allowance to 4, 6 and even 10 stories seems ludicrous
I would like to make a suggestion that the western side of Pakington Street between Collins street and Clonard Avenue encompass the 6-storey height limit as a transitional block from the 4-storey limit to the south. This would probably blend in a lot better as the strand directly adjacent to this section will have an 8-storey limit. The properties in this section are large and for the most part have been amalgamated and probably will be among the first to be developed if it were financially feasible to do so. The height limits will play a key role in this
Building heights. I think the 4-10 story building height is too high for Pakington St. I would hate to own a house within the immediate vicinity looking up to 4-10 story apartments from my back yard. I think that there should be a few higher buildings in the area but should be limited to 2 stories on the street at Pakington to keep in line with the heritage area of Pakington St.
My concern is the height of the planned buildings in the Pakington Street urban development plan. High rise buildings of the type proposed do not blend with the Geelong West small shop area.
Those people on Waterloo Street are potentially facing having 6 storey buildings on their back fence. The railway sidings yard is 15,000 sqm as the framework has stated. Limit the heights of buildings to 4 stories to Britannia Street at least. It seems to make more sense to move those building further towards the Church Street end and move the parkland behind the existing houses, so they are not at risk of the aforementioned problems.
The development of high-rise buildings above 5 stories because "below 5 stories are likely to be economically unfeasible" – Unfeasible for whom???
Building height on Pakington st boundary should have a max. 4 storey height restriction with 4-5m setback on Gordon Av and 6-10 metre set back on Pakington st for all 6 storey and 8 storey max development zones. Reference to Paris and Barcelona where street fronts are capped at a 5-storey height with 6th storey incorporated into roofline of buildings allowing setbacks. This is considered good/best internationally and continues the human scale of the street face while min. architectural envelopes.
I would like to raise my concern and objection to the Geelong Council plan to permit the construction of Highrise developments of greater than 4 stories in northern Pakington Street, Gordon Ave, Autumn Street and Madden Avenue.
Please register this a total vote against the proposed height allowances, in the strongest possible way.
Propose that building heights be limited to 4-6 stories Two, 10 story towers will loom outside my Hope Street cottage front door.

Building Heights
Decrease all the building heights by more than 50%.
Preferred building heights in the Heritage Core Precinct remain two storeys –given this matches the existing height in many cases, this means development and repurposing of existing structures will no longer be commercially viable in this area:
The height of these buildings is not in keeping with the historic ‘village’ feel of Pakington Street. The surrounding buildings, all the way along the street, are 2 storeys maximum. To jump to 8-10 storeys will be detrimental to the streetscape and the overshadowing would have an enormous impact on the historic buildings surrounding the development.
If the council wants to ruin Geelong West and the Pakington St and Gordon Ave areas, then allow multi story buildings Please respect this unique area
10 storey buildings would create aesthetic tension with the existing heritage areas. Buildings of this size are visually incompatible with the existing residential format and inconsistent with the heritage attributes displayed in Geelong West.
I am concerned that the proposed 10 storey apartments are not in keeping with the Village feel of Geelong West. I believe that 2 story buildings that are in keeping with the heritage of the area would be more appropriate.
Object to the proposed buildings of 4 levels on both sides of Pakington Street at the end of Maitland Street: the 8-level building at Woolworths and 10 levels at the Railyards
Do not allow 5 storey & higher developments in our area
Reconsider the plans to increase the development of 10 storey accommodation buildings along Pakington St. The impact of these buildings will destroy the charm of this iconic street front
The building heights proposed are excessive and are totally inappropriate for this part of Geelong and will adversely impact on the unique character and heritage value of Geelong West. Even though the building heights in the heritage core are limited, the excessive heights in the north and Gordon Av. precincts will impact on the character and village feel of the whole area, including the heritage core.
I strongly object Geelong Council's plan for high rise development in Geelong West with its overshadowing, dramatic increase in population density, increased traffic congestion, resulting parking issues, & the destruction of the character of this popular heritage area unique to Geelong.
6 to 10 stories in the rail yard is STILL too high. Our house WILL be overshadowed. The whole of our property would see no sun at all during winter,
This proposal for inappropriate high-rise development in Pakington Street and Gordon Avenue with 4 – 10 storey buildings will be an eyesore, largely destroying the village character.
I am concerned about the 4-6 storey heights proposed along Pakington Street as these will create significant overlooking, potential solar shadowing and actual or perceived invasion of existing residents' privacy. I would suggest that these be reduced in height to 2-3 storeys subject to solar
The current height of the tallest buildings in either of these main streets is 2 storeys. Multiply that by 5 and imagine the wind tunnels and overshadowing that will be created.
Oppose the high-rise development at Woolworths – needs height reduced and more urban plan risk assessment completed.
We feel there are much of the areas where zoning and height changes would not have too much impact to, so we are in support of the height changes. The Northern & Gordon Avenue Precincts do indeed need a big face lift and the injection of people to flow into all of the precincts, more development and business would be welcomed
New builds to no more than 3 storeys to ensure the village feel of Pako is not lost
We encourage Council to adopt more flexible built form controls, enabling development on key sites to be considered on a case-by-case basis for heights of up to 10 storeys and 0m front setbacks up to 5 storeys, as per the March 2020 draft.

Building Heights
We believe well-designed development of this scale on the east side of the Pakington North Precinct could contribute to a new built form character that complements the west side of the precinct and the Heritage Core Precinct to the south, as well as realising the maximum potential this land has for a diverse range of housing.
Due to changes in heights in the Urban Design Framework, Interim Final –August 2021 (UDF), there will be reductions in yield which will impact the City of Greater Geelong’s long term strategic planning ambitions to grow and regenerate key precincts close to the Geelong CBD which are richer in transport and community services and where it is possible to walk and cycle to a range of destinations throughout the day
Building heights have been amended between the March 2020 draft and the Interim Final. The GWBA sees the proposal as per the March 2020 draft as more favourable as it capitalises both on infill development opportunities and creates population density more favourable to the area. In order to maintain the ratio of 10.98m ² of C1Z land to residents, modelling suggests that the heights should allow for an additional 9,000 residents to support the floorspace.
Reduce the proposed building heights by more than 50%.
Please decrease all of the building heights on the Pako UDF by more than 50%
The Draft UDF recommends 4 storeys at 85 Pakington Street which is supported. The 735m lot will need to provide on-site parking and ground level retail to meet the objectives of the Planning Scheme and UDF, therefore three upper levels of development will be critical to achieve project feasibility and design excellence. It is requested that there is further clarity for building height. The building height should exclude lifts, enclosed stairwell, services and architectural features.
The land at 85 Pakington Street is located in the Pakington Street North Precinct and the key opportunities identified in the Draft UDF for this Precinct are supported. This area presents the greatest opportunity to facilitate higher density development, however the proposed design guidelines could limit the potential of the area
The proposal for the height and setback controls to be discretionary is supported.
The disconnect between philosophy and reality becomes obvious with the proposed introduction of multi-storey residential buildings, ranging from four to ten storeys high. Reduced building heights in the Interim Final Report are still outrageously jarring and unacceptable: even four- storeys represents an irreversible concession to the uniqueness of Pakington Street, Gordon Avenue and Geelong West
Why extend high rise to Waterloo, Anglesea, Maitland and Wellington Streets? Why not stick to two and four storey in Pako? Why go to ten storey?
limit the heights of buildings to not more than 6 levels in order to maintain the pleasant community feel but still obtain something much closer to a 24-hour economy we have at present.
The height limit should be reduced to 6 stories and these should be located on the boundary with Latrobe Terrace.
6-8 storeys along Pakington Street will have a significant negative impact on the atmosphere of Geelong’s most cherished shopping and café strip. Buildings of that height eliminate most of the incoming sunlight, create concrete eye sores, have wind tunnel effects, and significantly impact traffic.
The proposed UDF is good because it allows an increase in height but only to the Northern side of Pakington Street. It does not do enough in the heritage precinct. Due to the lack of height, it has devalued the sites in this area. The height of the Heritage Precinct also needs to be increased but the upper storeys need to be recessed back from the street frontage to keep the Heritage intact. The more people that live along Pakington Street the more the retail will develop.
Building an 8-storey monstrosity on the Pakington Strand site will completely destroy the local amenity and exacerbate congestion and traffic flow problems in that area.

Village Character and Lifestyle
The village atmosphere so valued by current residents, and which attracts visitors and shoppers to the commercial zone will be destroyed by the sort of development enabled by this Urban Design Framework.
Why change an historic street that works well. Please keep Pakington street to a human scale.
With the planned development I believe what makes it special will be lost. I don't trust that its significantly historic buildings will be preserved and restored, it has a wonderful green spine that separates it from the CBD. With overdevelopment I believe it will just become another part of the CBD losing its community and overshadowed by high risers
To threaten and change the community and village character of the Pako precinct is an unnecessary and profoundly disappointing undertaking.
The plan is an offense to the traditional lifestyle of the area and makes a mockery of a united community where residents know and respect each other.
The changes proposed would drastically impact everything that makes the area an attractive and liveable area. I strongly urge the council to preserve, not destroy, the area.
I wish to register my horror at the proposal by this council to drastically change the village charm and character of Pakington and surrounding streets by introducing high rise development.
We live in Geelong West to enjoy a quieter life, rather than experiencing what happens in the likes of Chapel Street in Melbourne
People come to live here because it offers history, authentic character, community and, most importantly, a sense of space. I can see no evidence in the document that the multi-level residential housing to be built in the locations described is what the future citizens of Geelong wish to live in
To go ahead with the proposed development of Pakington St., will kill the community vibe of this busy & thriving shopping centre. It's a friendly local area so please leave it alone.
Leave Pako to remain the beautiful little cultural space it's meant to remain.
I am sure you have heard every valid objection to build high-rises next to people's homes but what I cannot understand is why you would like to destroy the whole character and charm of West Geelong.
I hope you will understand that the preservation of the streetscape of Pako is one of the greatest assets of Geelong West and would be completely ruined by new development whether it be 4 storeys or 10 storeys.
I am of the belief that the new plans and designs are an overkill. What makes Pako unique is its community village feel and its unique green spine that separates it from the CBD. I believe that over development will kill this and what makes Pako so special will be lost and overshadowed by high rises. Why make such significant changes for the sake of it when it is already a popular and valued asset of our community.
Do not ruin the character or heritage of the area by allowing any high rise, and increased population, in the area. Geelong council needs to appreciate Pako for the popular tourist area it is for locals and visitors alike. And the reason is purely because of the unique character of the area as it is.
Thank you for this opportunity. I must object to the Pako Plan as completely out of character with the area. The surrounding streets are full of delightful older homes in one of Geelong's oldest areas. This development will completely destroy the ambience of Pakington St. from a delightful suburban shopping strip to a loud, crowded, uninviting commercial strip.
Pakington St. is a unique area in Geelong, and I feel it will become even more of an attraction in years to come. Any kind of "modern" high-rise structures are completely alien to the area and will destroy its ambience. I would like to see the character of the street emphasised by making it very much a pedestrian and social area.
I would hate to see this proposed over development of a cherished and unique area take place. A large part of the attraction of 'Pako' is its boutique shopping and cafe lifestyle, providing a meeting place not offered in other parts of Geelong. I do not believe the addition of high-rise development of this area is either warranted or desirable.

Village Character and Lifestyle
I am against the proposed new building Heights. This does not conform with the street scape of Pako Street and will have a negative impact on the shops around these proposed building. This will ruin the character of Pako Street.
Pako is well renowned for its character, heritage buildings and so on. While we acknowledge that much of Pako's character has been lost over the past 30 years or so, that is not a good enough reason to remove what does remain of Pako's character
West Geelong is a unique part of Geelong, with surviving features of the days when the modest houses were the homes of workers who could walk or bicycle to local industries. The shopping strip retains several long-standing businesses and many of the newer and varied cafes and coffee shops bringing overseas traditions to people who travel to get there. Most cities cherish localities such as this as they both reflect the history of their city and the culture and food of newcomers - Fitzroy and Collingwood in Melbourne, Lower East New York, Bloomsbury in London. The proposed mass high rise housing development totally ignores the existing character of the area.
I have been a resident of Geelong West for over 20 years and would be devastated to see its village atmosphere transformed into a high-rise ghetto. This is particularly important in view of the specification of heritage overlays for the surrounding area.
it seems like the little village feel and culture is becoming like Melbourne. This is exactly how I don't want to live with jam packed multilevel apartment buildings and cars to match.
Loss of village vibe and charm
Loss of the low-rise village / Geelong West heritage vibe and charm.
Geelong West and Pakington St (Pako) are very special places with a unique Village Vibe surrounded by heritage homes. It is these elements that give the suburb its charm.
Loss of our village vibe and charm. UDF is totally out of character for the area and on a building height scale that would not be considered appropriate in parts of Melbourne.
I live in Geelong west because I love the little village feel about the area. The UDP will turn the beautiful eclectic, European feel around my house into a feral, traffic clogged suburb that no longer has the character that set it apart.
There is a fabulous ambiance to the shopping strip. By tearing down what is there & replacing it with multi storied structures, the CoGG is, in fact destroying the very fabric of the area, and what to date has made it attractive.
Apartment development essentially changes the character of Geelong West. More and more houses have made way for multi-dwelling units in Geelong West in recent years, creating traffic, parking and shadowing issues for existing residents. This project needs to consider how much development before the village feel of Geelong West is gone forever.
The visualisation pictures do not fill me with confidence that the character of Geelong West will be evident in the new developments. They just look like a generic area of development.
Pakington st is a beautiful inner-city area that has a lot of charm. Don't spoil it by trying to jam pack as many apartments / offices in as possible, there are many other places not too far from the city that are being developed that can be designed with buildings of this height from the start and people can buy into it if they wish, not have it forced upon them.
What are you doing to our beautiful peaceful Pakington street village? Go build high rises somewhere else.
This delightful street with a Village atmosphere will forever be changed and marred by the changes proposed. Pakington street with its heritage, village like qualities has been a complete jewel of an attraction, with its atmosphere and treelined footpaths. The heritage building verandas' offer charm and shelter to shoppers and residents. This should be preserved and protected.
Stop changing Geelong. Stop demolishing heritage buildings and destroying our history. Geelong is losing its character and I am ashamed to call it home.

Village Character and Lifestyle
I love the human scale of West, the ability to see the openness of the sky and clouds and the variations in weather. I cried out in horror when I saw the images of what it could become on pages 109 and 117 of the proposal.
we would strongly like to keep that atmosphere in Pakington St alive and if anything, improve upon it's already quaint and homely feel.
To do this to an old Suburb is just beyond comprehension, to take away the whole vibe, atmosphere, look and feel that people love is just so wrong and i %100 disagree with the whole plan.
I am writing to object to the proposed high-rise developments in Geelong West. The developments proposed for Pakington Street and its environs will turn it into an asphalt & concrete wasteland
Development on Pakington st needs to incorporate an interface / setback to minimise overshadowing.
My primary concerns are about the height of proposed development and the effect this would have on the village feel that's very unique to our area.
The overall proposal is not sympathetic to the 'village' aesthetic of Pakington Street and delivers a 'cost' outcome to the community.
It won't take much to kill the vibe of my local shopping and eating precinct with greed and overdevelopment, for development's sake. We don't need or want 10 storey buildings, as that would simply kill any feeling of community
Proposed building heights of 4 to 10 storeys create a negative visual impact contrary to the surrounding streetscape and residential areas.
60% site coverage is unacceptable and will SEVERLEY impact the historical character of the area
Over development will be counterproductive as it threatens to destroy the atmosphere, character and amenity of this area, the very reasons people choose to live here and visit.
The current plan is too zealous and not in character for the street and area
I live on Waratah Street and find the ambience of the area terrific. Up to 10 stories is way too much. Maybe a maximum of 4, even then it runs the risk of becoming an eyesore
The massive 8 and 10 storey heights are ridiculous for this area. They are totally unsuitable for the much-loved village feel of this end of Pako.
please do not accept the 10 story high rise developments along Pakington Street and streets nearby. Such an overkill will destroy forever the charm of our area
I have great concerns over proposed land development and changes in Pakington Street. This delightful street with a Village atmosphere will forever be changed and marred by the changes proposed
Pakington street with its heritage, village like qualities has been a complete jewel of an attraction, with its atmosphere and treelined footpaths. The heritage building verandas' offer charm and shelter to shoppers and residents. This should be preserved and protected.
Pako has a friendly and welcoming village vibe. The joy of Pako is the easy access, free parking and more often than not the ability to park very close to where you need to go. How horrible for Pako to be turned into a wind tunnel of 10 storey high buildings with no accessibility to the village style shopping we so enjoy
The unique sense of community and village ambience will be lost should the Framework's aggressive height permits be implemented by developers. The current UDF does not respect the basics of the built environment valued by local residents
With Geelong's growth, Pakington Street will continue to play a key retail and hospitality role. It is critical that an appropriate planning framework is in place to ensure the charm of Pakington Street is respected, enhanced and extended in a sustainable way
For the last 30+ years I have called Pako home and liken it in many ways to Lygon Street. It won't take much to kill the vibe of my local shopping and eating precinct with greed and overdevelopment, for development's sake. We don't need or want 10 storey buildings, as that would simply kill any feeling of community (e.g. Docklands).

Village Character and Lifestyle
The increase in the height of the surrounding buildings will directly affect the character of the street. The character of the street has a direct contribution to the reason the community shop and commute to the area.
We will be very excited to see some regeneration of the North end of Pakington street, but we want the character of this Village to remain.
Most of us have chosen to live in Geelong West as we love the ambience, character and vibe of Pakington Street and surrounding streets, and this is why people from all over Geelong regularly flock to the area.
Higher buildings should be placed back from Pakington St so as to preserve the village feel of the existing shops and buildings.
the city is growing so the council should look to develop areas such as around the North Geelong Train Station that will provide new area of growth in the inner city without the urban sprawl while also protecting the high-quality shopping strip of Pakington Street and the residents that live around it."
I was appalled to read that the building heights could be extended to 8 or 10 storeys... this is a low rise suburb with a village feel (Gordon Street closer to the Railway station might be ok for higher buildings but not Pakington Street)
This plan is absolutely inappropriate and not in keeping with the character of Pakington Street. The beauty of Pako is its heritage village-feel. This utterly destroys that and would take the soul from Pako.
"I would like to express my complete opposition to this proposed destruction of Geelong West's character and heritage values.
I believe the changes to Pakington street will significantly disrupt local businesses and harm the village feel.

Heritage
The buildings proposed are completely out of character for this heritage area and fail to contribute positively to the local character. Geelong West has been the only part of Geelong that has a heritage overlay to maintain this area as what it always was. The plan to build 4-10 storey buildings fails to recognise, support and protect neighbourhood character.
Given existing heritage overlay for the Core Heritage Precinct, the inclusion of additional guidelines is unnecessarily prescriptive.
Preferred building heights in the Heritage Core Precinct remain two storeys – given this matches the existing height in many cases, this means development and repurposing of existing structures will no longer be commercially viable in this area:
In a heritage area the height of the buildings is important - anything higher than current heights 3-4 storeys should not be permitted
Looking at the 'After' visualisation looking NE along Pakington Street, I thought I was looking at a street in Sydney, Gold Coast or Melbourne! This is not something that the heritage suburb of Geelong West deserves for its future!
I am certainly not opposed to progress but at the same time let's respect the heritage of the area and the lifestyle of residents that actually bought into the area for this very reason. The heritage overlay on Pakington Street needs to be extended from Wellington Street all the to the railway yards to protect the residents of Wellington St, Maitland St, Waterloo St and Anglesea Terrace from this high-density development.
I believe inner city areas of our regional towns should have very low-impact development since they are heritage zones.
The streets around Geelong West have heritage overlays and cheapening this area with tall buildings will ruin the present charm. This is not a matter of just allowing those who already live in these nice areas to just keep it as is, but it is a call to find a better compromise.
My property and all surrounding properties are under the heritage overlay.
Severe impacts on Maitland, Anglesea and Waterloo Streets unless the heritage core is extended.

Heritage
Wellington street is in a heritage overlay and is neighbourhood residential zone schedule 3 which doesn't allow buildings more than 9 meters. Now it's a case of having this apply to buildings on Pakington street that overlook my back yard that also need to apply this rule.
A heritage overlay applies to the streets from Wellington St to Waterloo St (Maitland St, Anglesea terrace and Waterloo Streets) and people have bought into this pocket because of the look of the streetscapes, and on the understanding that it will be preserved, but also on the understanding it is low density, and provides a quiet area to reside in and has great amenity. It would destroy the look and vibe of Pakington Street which has low rise and has a charming village feel.
The heritage zone should be extended from Wellington up to Waterloo, and the Pakington North zone start at the railyards.
Geelong West is supposedly a heritage area. Fascinating that this is ignored when it suits.
Have considerations been made into the look of these buildings? Are they going to be in keeping with the Heritage styles of the Area? We all have to keep the front facade of our houses in its original style. It would be nice to think the new apartments will flow into the aesthetic of Geelong West.
This proposal appears to be totally inconsistent with residential streets that have heritage overlays that are full of period houses. This heritage core and overlay should include Maitland, Anglesea Terrace and Waterloo Streets.
The Strand is a heritage area where the former Kinnear's Ropeworks operated. We do not want the Strand to be a high-rise Monstrosity.
Definitely NO to high rise buildings on Kinnears - Donaghy's Rope Works
As owners of a heritage overlay property, the proposed high-rise developments along Pakington Street and in the current Railway Yards is inconsistent with the residential streets of Geelong West. It will therefore lose its village/heritage charm.
Loss of heritage is already evident in the 2 storey black boxes popping up all around the neighbourhood.
I have significant concerns about not including Maitland, Anglesea and Waterloo in the Heritage Core of Pakington Street.
Don't really like the City high rise buildings that high and so modern. As they destroy the old rich heritage of the area's and charms of the places.
The low-rise Village and heritage charm would be ruined if this goes ahead. Let's keep this as there are not too many places left like this.
Our beautiful village on Pako will lose its charm and homely feel. Don't destroy our beautiful heritage.
The proposed heights for this will take away the regional feel of Geelong West and change the heritage appearance of Pakington Street.
It will completely ruin the area; it will no longer be the quaint heritage area it is.
The building heights you outline in the plan I feel are inconsistent with the village nature of the area. Adding medium and high rise does not complement the organic and historical significance of the area. The northern strip of Pakington Street has a number of historically significant buildings which would be swamped by multi story development (e.g., The Globe, The Harp, and Petrel Hotels).
I oppose the loss of low-rise village Geelong West heritage and charm which I have invested in both in residence, time and as a community volunteer.
We want Geelong West's heritage to remain long after the council of the day is a distant memory
We are concerned that the additional heritage guidelines being introduced for the Retail Core are excessive when added to the existing heritage overlays. We are concerned that property owners will experience unnecessary costs to retain buildings constructed of older and hard to replace materials, just as the COGG has noticed with their red brick footpath, it is not always realistic to retain some materials due to the cost and difficulty in sourcing them. Further, once these properties get into a dilapidated state and unviable to repair, due to the heritage overlay the only option that the property owner has is to allow the condition to

Heritage
worsen to the extent that repair costs greater than redevelopment. This over time can lead to properties that are unloved and intentionally left to rot so a redevelopment can take place.
Prior to amalgamation, the municipality of Geelong West took pride in being "The Heritage City"
The heritage element and village feel is what makes Geelong West special and some of the proposed building heights would completely change this. The centre Heritage section must be limited to maintain the current feel.
There is only 1 Geelong West, there is nowhere else in Geelong that can boast the uniformity of its heritage houses and its village charm. These things can't be recreated. They should be cherished.
Thankfully, the Heritage Core appears protected, and any measure to strengthen protection of the area's jewel in the crown is to be applauded.
We are bound by heritage overlays across this neighbourhood. How is it feasible for Council to consider and approve high-rise developments to this magnitude in this precinct?
Geelong West is unique and that is one of the reasons council decided to throw a heritage blanket over the area to protect it.

Gordon Avenue Specific
Concerned about reduced building heights at key sites on Gordon Avenue and near the Rail Sidings Yard – these represent a missed opportunity given their significant potential to positively contribute to the area. The proportion of areas with a preferred building height of four storeys has been increased –residential apartment buildings are typically not viable at four levels, with five levels typically considered a more viable building height in this context.
I do not agree with the proposed 4 and 6 storey high buildings to be located in the Gordon Avenue precinct, along Madden Avenue.
Planning for 6 storey buildings in the Gordon Street area will be a blight upon the area, in terms of traffic, detracting on the maintaining of the look of Pakington St, and be a gateway to allowing taller and taller buildings into the area. This area should be limited to no higher than 3 storeys the entire length of Pakington Street, and this limit should extend well into any streets heading out from Pakington St
A maximum of 4 stories high in Gordon Ave would be acceptable for this area being commercial as it is transformed into a mix of residential and commercial
Gordon Avenue precinct is more reasonable as far less heritage, and less current population living there. However, we still object to any buildings over 6 storeys on Gordon Avenue.
Primarily my opposition focuses on the extraordinarily high density and height limits proposed for Pakington street and Gordon Avenue.
Concerned about reduced building heights at key sites on Gordon Avenue and near the Rail Sidings Yard – these represent a missed opportunity given their significant potential to positively contribute to the area. The proportion of areas with a preferred building height of four storeys has been increased –residential apartment buildings are typically not viable at four levels, with five levels typically considered a more viable building height in this context.
There may be room to accommodate moderate height buildings down along Gordon Ave similar to what has already been built or marginally higher
Gordon Avenue: whose own modest charms lie in its unsung laneways and surprising industry. Changes to zoning within Gordon Avenue would suggest an ultimate desire to drive out the existing eclectic businesses in an unseemly grab for medium-rise development opportunities There is certainly the potential for Gordon Avenue to become a more attractive thoroughfare, but a thoroughfare is what it will remain.
Gordon Street is an appropriate area for denser development as is adjacent to the rail yards.

Pakington North Specific
Pakington North Precinct No more than two storeys in keeping with the current streetscape of the heritage area of the length of Pakington Street—it is a unique street: keep it that way –don't ruin it
Buildings of 4-10 stories are planned for Pako north. These will cause shadowing and increase road traffic - it is busy enough now.
Building height - Pakington North Precinct - We have grave concerns for anything over 4 storeys high in this area. Perhaps 6 storeys in the rail yards and the Strand.
The proposed height limits addressing development potential in the Pakington Street North and Gordon Avenue Precincts are excessive and should be modified to between 4 and 6 storeys.
Will Council respect Geelong West residents and divert the building development proposed for the Northern end of Pakington St to more appropriate alternatives such as Mercer St and the area surrounding Geelong train station
I consider 2 level maximum height be applied between Wellington Street and Waterloo to be appropriate and taller buildings be confined to the far northern part Pakington street.
Height zoning changes on the West side of Pakington street North I feel are unacceptable.
Mercer St and around the train station have much better transport access (road and train). High rise development is better suited to these areas.
In our opinion the UDF proposal to allow buildings up to 10/12 storey along the Northern sector of Pakington Street is inappropriate in an area predominately consisting of single and two storey buildings. The proposed UDF would significantly change the skyscape and character of the area which is as old as Geelong itself.
Church St Junction 6-8 storeys high. This idea is totally out of what exists in the residential environment anywhere in Geelong and is inappropriate development for any residential area within Geelong. This idea of 6-8 storeys building in this location appears to be ill conceived.
We will be very excited to see some regeneration of the North end of Pakington street, but we want the character of this Village to remain
The redevelopment of the Pakington North precinct will significantly increase the volume of traffic coming to the area as the it will transform from an area with (poorly attended) big box retail, thrift shops, vacant lots, rail sidings and old, tired office buildings into a thriving area with retail, commercial and cafés with residential areas above it. I think that the potential opportunities of urban redevelopment of this area are enormous.
The Pakington North area is currently uninviting and in desperate need of renovation. I welcome the proposal for development and a framework for this. I am excited about the development of the rail yards to bring densification of the area to bring more people in to the area.
I am not too concerned with the proposed heights within the rail yards areas (6-10 storeys with appropriate setbacks) as the overlooking of existing properties and solar shading should be fairly minimal. Similarly, with the Pakington Strand development. In my opinion, these are appropriate locations for large-scale development, which is key to attracting developers to invest in these sites
I oppose Madden Road extension. Require direct consultation of proposed road extension from Madden Ave which is to run through middle of high-rise development and end with stop with traffic lights at the intersection to Britannica St. This was not included in the original UDF draft sent to me.
The proposed six storey development in the railway yards adjoining our property (is too high) should take into account environmental impacts including overlooking private residential area, over shadowing of sun. The development should be no greater than four stories set in the middle of the site with two storey gradients of the rail yard sidings.
Railway yard responses were low because it is only the North side of Waterloo Street which is affected. This being less than 50% are residents in the whole street the other houses are occupied by renters – who are not sincerely interested in the neighbourhood.
We support an increase in heights for sites that back on to the rail corridor and will have minimal impact on neighbouring properties. Hodyl & Co's built form framework and solar testing demonstrates that sites within

Pakington North Specific
the Pakington North Precinct that abut the rail corridor have the potential to provide a substantial amount of resident accommodation with minimal impacts on the amenity of existing residential properties and the public realm.
The proposed heights for the Northern precinct seem excessively high and would negatively impact the area in terms of vehicle traffic, visual appeal and shading.
I agree that the Bombardier site needs development and would be suitable for a 8 storey building (not 10) set back to the railway line.
We believe that Waterloo Street residents will be SIGNIFICANTLY impacted by the UDF and we do not agree that the proposals are acceptable or considerate enough. - 6 to 10 stories in the rail yard is STILL too high. Our house WILL be overshadowed.
We would like to see development that rejuvenates the Northern end of Pako and Gordon Avenue. However, we feel strongly that this is not a genuine rejuvenation plan.
The flow of the Heritage Core, so desirable, should be continued through throughout the full extent of the Northern Precinct, to a natural resolution in harmony with surrounding built environments.
With regard to the Pakington North precinct, the business uses of the area have made a significant trend toward hospitality and specialty shops over the last decade. Whilst speed limits have been reduced, the street currently remains in the same configuration as the days when it was 60kph street, meaning many motorists I observe still travel at speeds well in excess of current limits. To aid pedestrian movement in the area I would be most excited to see 'wombat crossings' and 'bump outs' installed on Pakington St in (the north precinct) while treatments to continue the footpath across at the intersections of side streets would be another worthy investment.
I agree that the Rail site is an eye sore and needs redevelopment. Will Council consider low rise residential at this site no more than 3 levels in keeping with the neighbourhood and with specific heritage architecture elements and adequate green space surrounds?

Environmental and Social Impacts
Overshadowing
Looking up at a 4-storey building if you lived behind Pakington would be horrible. It would also lose a lot of sunlight to the streets that are sun filled at the moment and makes it lovely to walk down.
Many residents have tried to do the right thing to be energy efficient and reduce the impacts of climate change by installing rooftop solar panels, but the erection of 4 – 10 storey buildings will render their solar panels ineffective
The overlooking and shadowing effects don't appear to have been considered either. And I can only imagine the effect the shadowing will have rooftop solar panels that many residents have spent quite a lot of money on
Loss of pleasure to stroll along the sunny sides of Pako due high-rise buildings. This should not be more than 2 storeys' in height to continue the sun to shine
The high buildings will result in very little sunshine in Pako, especially in the Winter months when people need it.
My property will be significantly affected by overshadowing and overlooking with impacts on our personal space, safety and mental health from this proposal in its current form. During winter the whole of my property will be in shade I will not see the sun at any time during the day at the height of the summer up to a third of our property will be in shade and in the Winter months more than half of our property will in shade for the complete day including the whole of the gardens and solitude seating area.
Increased building height will lead to more people around. - overlooking other dwellings, shading from the sun, poor growth for the green spine that is discussed.

Environmental and Social Impacts
Creation of shadows impacting energy efficiencies of residential and surrounding buildings, particularly solar systems and available natural light.
Some of these buildings will be casting shadows on areas that currently experience sunlight, including neighbours' backyards.
The buildings will overshadow the streets and take away much of the "brightness" of the area. Instead of a walk down sunny Pako or Gordon Ave, they will become cold and shadowy areas.
Minimise overshadowing especially in winter (My home is a single storey house located next to a two-storey townhouse to my west. In winter the backyard only gets sun over half of it leaving the part in shadow, soggy.)
Shadowing, this document does not consider residents and the effect shadowing will have on them or indeed their private homes and gardens.
I'm worried about shadows on my backyard
Overshadowing, with a disastrous impact on solar panels.
My home is at 4Isabella Street and if a 6-storey building were to be erected on the Numbers 5-7 Pakington street site, it would cast a shadow that would put my home into perpetual darkness. My beautiful North facing aspect would be completely ruined.
Gordon Ave being an East West St will be a sunless cold wind tunnel with even 6 storeys on either side for 8 months of the year.
Takes away the sun, people privacy if they live next door or nearby, who wants people peering in your backyard
Our property is on the northern side of Waterloo St, Geelong West (Adjoining PUZ4 (Vic Track land)) and upon examination of the proposed building heights and location, we are concerned that our property will be significantly impacted by overshadowing and overlooking with significant detrimental impact to our personal amenity and energy implications for our home.
how can one adequately assess the impact the proposed development height levels will have on our existing urban environment? This includes overshadowing, wind, heat, loss of privacy,
We are on the north side of Waterloo street with the Railway Yards directly behind our property. Our property will receive no direct sunlight all year due to the increased heights of buildings. Even if the proposed 6-story building is reduced to 4-story or 2-story, our property will still see very little of the northerly sun and natural light.
The proposed 6 story development in the Railway Yards adjoining our property be revised to take into account the environmental impacts on all the homes on the north side of Waterloo Street. Retained an engineer and here is a summary of his findings During winter the whole of our property will be in shade and we will not see the sun at any time during the day. At the height of the summer up to one third (1/3) of our property will be in shade. At the equinoxes (end of March and September) more than half our property will be in shade for the complete day, including the whole of the pool, vegetable garden and fruit trees and shed.
I'm also concerned about the overshadowing of existing homes. How can people exist in Geelong without sunlight? And what about those people who have worked so hard to be sustainable by installing solar panels?
a full study should be done and made available to residents in terms of shadowing at all times of year – winter as well as summer. residents living in streets behind these proposed 4 level buildings would be severely impacted in a major way in terms of solar access.
Building height – Whilst I acknowledge the recessing of the planned buildings and the staggered heights of buildings, I fear the overshadowing of streets and existing homes. The visualisation pictures give a sense of space being closed in, not opened.
I urgently propose the four storey plans to be changed to 2 storey buildings to prevent overshadowing
In the period suburb of Geelong West. This proposed over development will cause a myriad of problems for residents, including overshadowing, visual disturbance, noise, traffic, parking, overshadowing of residential solar panels, lack of privacy, the creation of wind tunnels etc – the list goes on.

Environmental and Social Impacts
Do not agree with changes to planning which allow heights of buildings above two storeys. There must be an Urban Design Framework which ensures consistency with community understandings about sun access,
Building height: impacting on both light/ shadow area on pavements and surrounding residential/ business area. On street height in Pakington Street abounding residential areas should be limited to 2 storeys.
Interruption to sight lines: effect of closing in a space rather than an opening up option.
Overshadowing of buildings into the building envelope will occur which will reduce the effectiveness of our solar systems.
Overshadowing could also affect us and potentially take away our afternoon sun.
As a homeowner in Waterloo Street for the past 30 years, I am very concerned about the potential development of mid and high-rise development in the area of the present rail yards. My home backs onto the railyards and such a development would significantly affect my amenity. The loss of privacy and the overshadowing of my property
I live at 14 Waterloo Street and the proposed building will significantly impact my residence by overshadowing, lack of privacy
Noise
More people mean more noise in general and with air conditioning units from multilevel buildings there will be constant noise from humming of individual units operating
Increased noise.
As a resident on Madden Avenue, I would like to object to the noise and pollution from the increase of flow of traffic along Madden Avenue.
There would be issues with increased noise levels associated new apartments and increased residents
Increased noise
Also concerns with the extra noise produced from extra people and the potential noise increase from individually operated air conditioners.
The overwhelming increase in buildings and subsequently the number of subsequent residents will lead to a dramatic increase in noise.
Heat and wind
Recent studies have shown that the high-rise buildings contribute considerable to increased temperatures of the surrounding area.
Multi storied buildings are giant heat banks. They absorb heat during the day & release it during the night. Most of the proposed buildings have an East West aspect that will maximise this heat absorption. The overall effect will make the local environment unpleasant to be in during the summer months. (Our summers are becoming hotter due to climate change)
I think an important issue that has been neglected is the heat island effect, which Melbourne is trying to reverse & be brought about by the heat retained by buildings, concrete & roads such that temperatures soar in that local area
Heat problems and green space. My street, in addition to Maitland, Waterloo and Anglesea streets have no nature strips to add to green space to cool the streets. Adding multilevel buildings will create a heat bank issue which will make the area hot in summer
The collective proposal of buildings (inclusive of those of a lesser residential impact i.e. Railyards) creating a localised 'urban heat island effect'.
Wind tunnels created by high rise developments
Wind tunnels caused by tall buildings
More wind & shade changes
An urban ecology assessment is non- existent. A wind assessment is non-existent. • A water cycle assessment i s non-existent • An urban heat island assessment is non-existent. •The solar access assessment window of 3

Environmental and Social Impacts
hours is inadequate and does not consider the solar needs of vegetation to thrive (an apparent goal of the UDF).
Site Contamination
I am wondering if some of the land formerly or currently used by industry, the rail yards or other businesses that will be redeveloped under this plan will need major decontamination? Has consideration been given to their suitability in terms of contamination?
Hazardous Material & Chemicals. Further development in the rail yard siding you must take on board the asbestos, lead fragments and diesel products that will be in the ground this will require enormous excavation of soil to great depths then replacement of clean soil, the noise, dust and exposure of spreading of asbestos fibres, lead and diesel by-products on our mental and physical health.
Overlooking and Privacy Loss
Loss of privacy for houses close to high rise
Building heights should be reduced to maximum of 2 levels rather than 4. There would be issues with privacy with new multi-level apartments overlooking into the back yards
Regardless of building height there should be strict controls about apartment windows overlooking existing resident backyards
Council seems to have often abandoned former rules about overlooking to the detriment of established residents.
My primary concern is for the privacy of my property and all surrounding residents. The underlying covenant for all of us should be the absolute Protection of Privacy. How will you guarantee protection of privacy if these buildings look straight down into our front and back yards?
Loss of privacy as high-rise windows look over low-rise backyards
However, my concern is that my living area, kitchen and backyard would be visible to residents of the 4,6 and 10 storey buildings. This presents a serious concern, and I would ultimately have to move to a new house to avoid my family privacy being invaded
to minimise over-looking. Council seems to have often abandoned former rules about overlooking to the detriment of established residents.
Please think about the existing residents who don't want people on the higher floors looking in their houses and backyards
The UDF proposal to allow high-rise buildings along this sector of Pakington Street will impact greatly on the privacy of residents.
If this was your home would you like to have hundreds of residents looking into your backyard and creating a total lack of privacy.
Overlooking of all the residential properties by multi storey building being constructed along Pakington street is also an undesirable outcome.
The loss of privacy in my yard by people looking out windows that are 10 and 6 stories high. How will my privacy be protected from views from the 6th to 10th floor?
We have concerns with our privacy from high-rise windows looking down into our backyards.
Unsocial Behaviour
More people to get drunk at night to walk past my house making more noise and throwing rubbish in my front yard or breaking into cars at night. Last week, police were called to a group of youths looking into cars to steal them, the more people around, the more this will happen. We must keep it local to know our neighbours to keep an eye out for each other.
More people to pass my house drunk at night from the bars which are trying to operate 7 days a week. Over the last few months, I've been opposing bars that want to operate late at night and have live music. I have people yelling late at night already and sitting on the footpath spilling over from the Barking Dog, I don't want more!

Environmental and Social Impacts
Covid Implications
In this era of Covid, space for families to recreate at home, to grow gardens for family use, and to not share ventilation systems with hundreds of others has been vital. Apartments do not easily allow for this. Remember, more and more people are working from home too, so building small apartments crowds home and work life inevitably.
I am also concerned that during a pandemic you are planning to build high-rise high-density housing in Geelong when there have been lots of examples of Covid transmission in these types of building.

Zoning
wish to make submissions regarding the proposed zoning along with significant potential to accommodate a wider mix of uses, as identified in the draft UDF, and the opportunity to consider an alternative zone as currently suggested.
We do not agree with the proposed residential zoning under the UDF as it is at odds with the existing and preferred land use and will potentially impact on the continued use of the site for commercial purposes. It may also impact on future land use and development opportunities of this large site.

Movement and Access Theme Comments

Traffic
Traffic Planning
I would like to see detailed traffic and infrastructure reports completed to ensure residents are catered for.
Undertake a traffic management and parking plan and make it public. The density of traffic along Pakington Street is challenging enough, particularly during certain times of day, and the proximity of primary schools is another complicating factor to be considered.
It is totally unacceptable that a proposal like this could get to this stage without having completed a rigorous and expert traffic assessment.
There is no traffic management plan yet, so the UDF is incomplete. the traffic management plan should be re-released for public comment prior to Council voting. Traffic gridlock on Pako. At times traffic is banked up all the way to Church St. Increased traffic flow downside streets as cars seek to avoid a gridlocked Pako. These narrow side streets are already congested. Cars need to pull over to the side to allow oncoming cars to pass.
Traffic: The lack of complete traffic management plan, for an already busy street, which will be disastrous with additional population, during normal business hours, and of course worse at school drop off and pick up. Traffic flows along Pakington Street are already causing significant congestion, and the sideroads coming out from Pakington Street are not designed to cope with additional car traffic.
Adding a high rise opposite a school without a traffic plan or more thorough investigation of the impacts is not ok. At pick up and drop off times Waratah st is very busy and this would only increase with both increased residents and the increased students that Ashby Primary School would be obliged to take
I am unable to find any Traffic Management Analysis, detailing the impact on traffic flow which is a failing in the report.
I note a traffic assessment will be done before the final UDF - that is far too late, it should be considered at the same time as the UDF to enable full consideration of the plans.
There is no traffic management plan included in the proposal?
Without also releasing a traffic management study and a proposed solution it appears as though the planning department has failed massively.

Traffic
How will the Traffic parking congestion issues be addressed and solved when, at the current low-density levels, the traffic and parking issues are atrocious.
Little information is provided regarding current traffic flows through West Geelong and a hope that public transport and 'active' means will overcome any traffic issues.
There have been no traffic/ parking management solutions posed. The traffic around Britannia St, Clonard Ave and the Church st intersection is already ridiculously congested, particularly at school drop-off and pickup times with St Patrick's and Ashby PS both in the immediate vicinity.
I do not see any mention of traffic measures for the area - just mention of cycling and walking - both of which get impacted by traffic.
Strongly support a Traffic Network Assessment being undertaken for this precinct. And in particular support reviewing vehicle access from side streets to Pakington Street. Cars use side streets such as Isabella Street as 'rat runs' to avoid sitting at the signalised intersection of Pakington / Church Streets. Strongly support a pedestrian crossing near Isabella Street.
I have concerns regarding the traffic management plans which appear to be non-existent in the framework. As a resident of Collins St, I can tell you firsthand that the traffic at school pick up is already bedlam. The streets are narrow and only one car can pass at a time. I have often seen Collins St, Petrel St and Clonard Ave come to complete stand stills as cars literally have no-where to move
Planning for increased traffic management is vital for sustainable development. Apartment blocks bring cars, driveways and traffic. This should not be overlooked, but addressed in the planning stage
The City of Greater Geelong is not sincere in asking the community to provide feedback on its Interim Final Pakington St and Gordon Ave Urban Design Framework (UDF). If the city were sincere it would have released the traffic management plan at the same time as the UDF. The number of extra cars – driven and parked-- that will need to be managed.
Where is the traffic plan for the Pako St UDF?
I was puzzled as to why the traffic management study was to be done after this UDF instead of alongside of it, which would have been logical and practical. However, I see that with the date for submissions extended by one week until 24.9.21, Council has in the past 24 hours released a Traffic Network Impact Assessment Report. Many would have already made submissions by the original date of 17.9.21 and would most likely be unaware of the existence of this traffic report. This is unfair. The traffic report is not current as it is based on data that is twelve years old.
(Traffic impact assessment) Unacceptable and unprofessional. Some might say this is questionable by COGG to treat such an important missing piece of the planning work in a manner that inhibits sensible comment.
The Traffic Network Assessment (TNA) states that 'traffic volumes generated by the commercial uses are expected to remain fairly consistent with existing conditions, with only the additional residential components contributing to increased traffic movements' P11. I strongly challenge this assumption that TNA is based on.
There is no traffic management plan included in the proposal?
the Traffic Network Impact Assessment Report -. Council released this traffic report less than 24 hours before the public feedback deadline, which does not provide the public with sufficient time to comment This report should be completely inadmissible due to the fact that 2009 data was used as a base for their modelling.
I also note that the Traffic Network Impact Assessment document was only submitted shortly before the cut-off date for submissions. This does not give Geelong West residents enough time to respond adequately
Undertake a traffic management and parking plan and make it public.
We commend the commissioning of a traffic network assessment to inform further traffic recommendations for the Final UDF to improve traffic management in the Pakington North Precinct. We encourage an approach to future public upgrades and private development that promotes sustainable transport options, shared resources and reduces car parking provisions for new developments

Traffic
I have tried to review the traffic report just recently put out but feel it makes a number of assumptions and may under represent the impacts of high density urbanisation,
Other traffic management issues concern the increased traffic movement on and around Pakington Street. It is not acceptable that the Interim Final Report has based much of its traffic impact outcomes on severely outdated and unacceptably augmented data.
"Appalling lack of timeliness in supplying the traffic management report. 9:30 pm the night before public comment closes is not only shameless, it shows a lack of transparency in the process.
Just wanted to let you guys know that I think it's really scummy of you to finally release the 'Traffic Network Impact' report at 9:30 pm the night before this online submission closes. Not to mention the fact that traffic information regarding the south end of Pakington street hasn't even been included.
Existing Traffic and Congestion
Increased traffic due to additional dwellings and population. Geelong West is an already crowded area with many, many cars visiting and residing.
I am concerned about the proposed building heights and modern buildings at the north end of the UDF, Gordon Avenue and increased traffic that development will bring. The area around Pakington Street and Gordon Avenue junction is already very busy, difficult to cross the junctions, and traffic backing up along all roads leading to this junction.
Traffic avoiding Latrobe Terrace is now using Pakington Street or Shannon Avenue as through roads to Newtown, Highton and other suburbs. The intersection of Autumn Street and Pakington is used as a connector and is now often at a standstill
I am opposed to this development because traffic is already heavy in Pakington Street and parking is already often scarce.
I'm also deeply concerned as to how the influx of residents would impact traffic conditions both on Pakington St and on the side streets. I have lived adjacent to Pakington St for the better part of 7 years and during that time have found traffic on Pakington becoming progressively worse. Traffic on side streets is already challenging with the narrow streets, limited driveway parking etc.
I am very concerned however about additional traffic in our street as currently it gets used as a throughfare from Elizabeth St and Raven St. Additional traffic calming such as speed humps is a must.
My only concern is with the increased building heights, which will mean more availability of space for offices, residents and retail, and therefore increased traffic in the area. The street barely copes with the traffic and parking as it is now.
Traffic impact—we have major concerns regarding the traffic flow and parking with these proposed designs. With the big increase in residential living that these plans propose, there will be an associated increase in the amount of traffic.
Traffic congestion on Pako and side streets will increase. Gridlock will affect side street traffic.
Geelong West already experiences traffic congestion so with the proposed structures this would only serve to increase the problems and congestion.
The increase in flow of traffic from the proposed development through our local streets will increase congestion, increase commute time to and from local amenities and worsen the common gridlock that occurs on Pakington Street between Church Street and Aberdeen Street.
Pakington Street between Aberdeen and Church Streets contains five sets of automatic traffic lights, two sets of manually operated traffic lights, two zebra crossings and a school crossing. This creates a torturous transit for motorists and pedestrians alike, characterised by many hazards and delays. Sensible drivers try to avoid it. Although Pakington St connects Aberdeen and Church Streets much of the traffic appears to be people accessing businesses and hospitality venues in Pakington St itself. The draft UDF's traffic statistics appear to support this, as best as I can work out.

Traffic
More dense living in an already busy suburb brings more cars. Traffic around Geelong west is at full capacity now. On a Saturday especially traffic is banked up all day all the way back to Church Street. Wellington street is already a speedway through street due to the traffic lights.
The amount of traffic in tiny streets that are already struggling and, to be honest, at times dangerous as well as flow and parking in these areas. Is there a parking / traffic flow plan? My main concern for the above is Preston, Candover, Weller and Hope Street. These streets, especially Candover with the T lights at the end, are already busy streets that are quite skinny and struggle with traffic flow.
Increased traffic downside streets, Increased traffic congestion/ gridlock on Pako and surrounding streets.
I understand that there is a large increase in population planned for the Saleyards region of North Geelong. This will already have a detrimental effect upon traffic into Pakington Street.
The traffic in Pakington St currently experiences high flow. The introduction of many new apartments will increase the number of vehicles from increased residents and visitors to the area.
Both Pakington St and Gordon Avenue are far too narrow to easily accommodate more than double-storey buildings.
Absolutely terrible idea! The traffic on the street is already ridiculous, and doing this will make a headache, mixed with a nightmare. Just don't do it!
We believe there has been insufficient road infrastructure for steady traffic flow or thought given to nearby intersections at Church Street & Pakington Street/Stubbs Avenue and the intersection at Church Street & Weddle Road which simply cannot handle the dramatic increase in traffic in recent years.
Pakington St cannot cope with traffic already.
My street will overflow with traffic and kids' safety can be compromised. It will limit our parking space.
I am also concerned about the impact of development of this type on transport or parking within the area, both on Pakington Street and the surrounding residential streets. This increase in both the volume of people living and shopping in the precinct will put considerable pressure on all the narrow residential roads feeding into Pakington Street.
Current roads would not be able to handle the traffic problems and drainage problems associated with this level of development.
Higher density development (potentially up to 8 storeys) will inevitably mean much more traffic. Pakington St already struggles to deal with existing traffic flows at certain times, so how will an increased volume of traffic be dealt with?
Your views of the future of Pako is ridiculous, now it is hard to turn into Pako from side streets the traffic is banked up often but still has a great fell. But when councils approve putting 4,6,8 story apartments in the area, where do you think the traffic from these building go it will increase traffic
The new apartment cars will need to exit onto and travel on Pakington and / or downside streets running off Pakington. This traffic issue needs to be addressed before any development starts.
Rat run" driving routes to Madden to access Latrobe terrace to avoid Pako. These streets are narrow and in poor condition, are not maintained properly and not suitable for increased traffic flow. It would cause traffic gridlock on Pakington Street when all these new apartment residents use their cars
Increased traffic flow as cars seek to avoid a gridlocked Pako. - where is all the extra traffic meant to go? Pako is now gridlocked at times up to Church St. GW residential streets (which are extremely narrow) will then be used as "rat runs" to avoid Pako congestion and were not built for these purposes – problems with congestion, emergency service vehicle access.
I live in Autumn Street and do not wish more traffic to be encouraged to come into zone 3218. Autumn Street needs roundabouts at more intersections so traffic does not speed as it does now.
Wellington street is already busy enough with waiting to back out my driveway and speeding cars going over speed humps. If there were multi-level apartments, that traffic would increase tenfold. I note you will

Traffic
encourage foot or bike traffic but, most people use cars. Our streets are filled with more than enough cars without more dense development.
I love the old Pako so please keep its charm, but I feel with all the traffic these days it does need some real insight for its development.
Issues with high density means increased traffic, trying to enter Pako from the side streets is in the best light 'challenging', especially those side streets that are without traffic lights. Even those streets that do have lights are dangerous as frustrated drives push through. With increased traffic this problem will become more frequent & more dangerous.
Gordon Avenue must be retained as a main traffic artery linking the West to the CBD. It should not have any reduction in the number of lanes to allow the traffic to flow along without hindrance. It is also utterly incomprehensible that you can propose a huge development like this without any plan/strategy to manage the increase in pedestrian and vehicular (private, public and commercial). traffic it will cause in the precinct.
Will cause traffic chaos in this already congested street?
Consideration of increased volumes of traffic with development (inclusive of the surrounding development at the Saleyard Precinct Plan adopted by Council on 22 June 2021) are required.
Waterloo Street is already congested during peak times. An increase in high density buildings will substantially increase the number of residents and traffic.
Your proposal, which is centred around the growth and expansion of the north precinct, will increase traffic along Wellington Street, and this issue is not acknowledged in the UDF, nor a proposal to rectify it.
Please be cautious increasing the population in that area. Every home will have at least one vehicle, I would imagine, possibly two. How can the area cope with more traffic?
The suggested building Heights and density will cause an increase in cars in our suburbs. Very concerned that Western Street will be subject to increased traffic funnelled from Gordon Ave and Autumn Street.
Pako is already very busy with traffic does not need any more
Pakington Street today is an extremely congested thoroughfare with some traffic lights and pedestrian speed humps that already often bring the road traffic to a halt causing vehicular traffic to backup for several streets long. With the proposed addition of multiple high-rise commercial and residential developments in Gordon Avenue and Pakington Streets the traffic will morph from being barely manageable now to a totally unmanageable traffic blockage especially in Pakington Street.
Its already a nightmare driving down Pakington street as it is without adding more traffic to it
How is the area going to accommodate vehicles, parking and traffic? Pakington street is already gridlocked at certain times of the day. Gone are the days of 1 car per family.
The traffic is bumper to bumper now - and the roads can't be widened or increased in number.
Traffic - We agree with the extension to Madden Avenue. Can the traffic lights be synced to ensure through flow? Waiting times at lights all along Pakington street are excessive. What is the research showing right filters are needed?
There is nothing in these proposals for the people who live in Geelong West except more traffic congestion and not enough parking, both of which are already existing problems.
The proposed extension of Madden Ave with signalised intersection at Britannia Street seems sensible, as does the pedestrian overpass to the foreshore. Better connection to Geelong station and North Geelong Station
Addition of access through Madden Avenue does not alleviate the Melbourne or Church Street commuter traffic.
The current policy of encouraging medium density building development has dramatically increased traffic density and impeded traffic flows in the area. The current road infrastructure is under pressure as is and any further relaxing of building restrictions will only exacerbate this problem

Traffic
The artist's impression is very misleading. Pakington St. is not that wide. There is no way that such wide footpaths, all that greenery, bike lanes and roadway will fit in. A very low trick.
Traffic -This is already a nightmare at most times of the day
Traffic management will be even more of a problem than it already is. Side streets off Pakington Street are already rabbit warrens with people having to continually give way to oncoming traffic. I am concerned that even more traffic will make access for emergency vehicles extremely difficult.
Residents are highly concerned about increased traffic volumes as a result of development in the Pakington Street area.
Access and egress to the Pakington Street North precinct is already difficult (turning right from Waterloo Street into Pakington Street is a nightmare) and with a substantial increase in this traffic it will only get worse. Access along Pakington Street to the heritage core area is currently extremely busy, so an increase in traffic from both Gordon Ave and the northern end of Pakington Street will only increase this. It will become like Chapel Street in Melbourne without further investigations and alternate routes to be developed.
Final plans causing increased traffic down side streets to become further driving rat runs and side streets used for overflow parking, the increased traffic congestion and gridlock that you are proposing by your traffic management and intersection lights and new road layout.
Traffic on Pakington St is already very heavy, and this will create gridlocks from morning till late at night, totally ruining the family and village atmosphere and appeal of the street. The development will also add impossible congestion and accidents on the residential side streets
Increased traffic due to additional dwellings and population. Geelong West is an already crowded area with many many cars visiting and residing. Schools in the area already have primary school children on foot trying to walk or ride to school safely. Cars are a danger and additional traffic will just make this worse, leading to more parents using cars to drop off and pick up kids.
The proposed increased developments will result in many additional vehicles, inevitably spilling over into residential side streets to avoid the gridlock on Pakington St. These narrow residential side streets are already congested, with cars needing to pull over to the side to allow oncoming cars to pass
We would like to see a "further recommendation" to "investigate the opportunity of including a stop as part of the redevelopment of the Rail Stabling Yards" which will be absolutely crucial to easing congestion issues that will be created by additional residents.
To date the UDF presents a totally inadequate traffic assessment. Those of us who live near Pakington Street know that the traffic on Pako west is increasingly becoming a slow bumper to bumper situation.
A reduction of traffic speed to 30km/hr does not constitute a management strategy for alleviating peak congestion issues for the region, as this only reduces potential traffic accidents and would likely increase traffic congestion issues within the region.
Pakington Street is, above all, a thoroughfare which cannot function as a useful conduit at a proposed reduced speed of 30 km/hr, although at times it is already unavoidable in practice.
Pako already has a traffic congestion issue. Just try driving down Pako on any Saturday morning. We are already experiencing GRID LOCK without additional development. I can't imagine what it will be like with the addition and the increase in car numbers from the 4, 6, 8 & 10 storey proposed developments.
As a resident living on Shannon Avenue, where traffic is already continuous during the day and gridlocked in peak periods. We DON'T want to see the road reverted back to 2 lanes in both directions.
Over the past few years Shannon Avenue was turned into a single lane street and also limits dropped to 40 kms. This has done nothing but caused problems for residents.
Parking
The council should be wary of parking however I believe this would already be at the forefront of councillors and should not be an issue with proper planning and implementation.

Parking
Please keep in mind the lack of parking spaces now, I would be hoping that sufficient parking is required with all of these buildings, which was not the case when council allowed the building of the 2 office blocks on the corner of Hope St & La Trobe Terrace
Parking in streets such as Hope Street is now dominated by workers in Pakington and Hope Streets. No attempt is currently made to enforce the two-hour parking limit despite repeated requests to council.
Concerns re increased parking strains on residential streets already under pressure
A further increase to traffic on these side streets would be intolerable and increased competition for street parking would be unacceptable.
Woolworths (a hugely profitable group) could have been made to put in an underground car park with parkland above. This would have so many benefits that the development could have been a huge success.
Not only will it have an extremely negative impact on traffic flow, my street will no longer be accessible for me to park in. I currently live in Maitland Street and can barely find a park in the street as it is. Where are the visitors to these dwellings going to park?
Finally, parking does not appear to have been properly considered. Comments in the draft UDF that we should rely on changing attitudes and an "increase utilisation of public transport" are not realistic. Particularly in a world of COVID and the fact that you are encouraging a number of residents to the area, most of who will own cars. Therefore, there should be a requirement that all multi story residential buildings to have at least 1 car space per bedroom in the apartment, therefore not contributing to the issue.
Parking is difficult and side streets aren't an option as a lot of resident's park on the road there because they have no driveways.
The Gordon Ave / West Park area under consideration, historically was the Western Gully incorporating Spring Creek with a billabong at West Park and another at Johnston Park with outflow to the Bay along Cunningham St. It is a documented flood prone area (despite the very large underground pipes) and the UDF proposed under-ground carparks, are a current and future concern in these proposals
Loss of parking is my only true concern. unless a multi-story carpark is built to offset the loss of on street parking and side street parking for residences that will be highly impacted.
Parking issues will increase as most homes DO NOT have off street parking available
Car parking would become even more of a greater issue than at present, most of the suburban streets experience high amounts of vehicular traffic and this combined with the current restricted parking spaces would create an even more disrupted existence.
As a household of 5 adults, we already struggle with parking as the council only provide 2 street parking permits per household. The additional development will have a negative impact on the scarce parking that we are already struggling with!!
More residents and their friends visiting takes on street parking away from residents. It is often impossible to find a park in front of my house due to people visiting the restaurants and cafes. With dense living this would increase tenfold as their friends would visit and park in my street
Further exacerbation of on-street parking scarcity due to overflow from new developments. Difficulty now for existing residents to find on-street parking with shoppers and businesses using these side streets as car parks. Cars parked across driveways is a major issue.
Parking space access problems for residents and shoppers.
Parking in side streets would have to be changed from permit after 2 hours to permit only parking as it is already hard to get a park at my house and considering lots of houses in Geelong West don't have driveways
A substantial number of additional car parks will be required; where will they be located? If in an underground car park, there will be traffic havoc, with all those extra cars trying to enter or exit.
My second concern is parking. Hope St parking is very limited as many houses have no off-street parking and we already battle for parks with the office workers at the Latrobe end of the street. Increasing the population

Parking
density in the proposed manner only further amplifies this current problem. I would like to understand how this will be addressed.
Although there is parking offered at the rear of the shopping centre, the side streets were not built to cope with an influx of traffic, which is already a problem for some residents in the older areas of Geelong West.
There is already limited parking for residents in streets off Pakington street, take a walk around in COVID-19 lockdown and see for yourself. I see talk of 'let's see how high we can build'. I haven't seen mandatory multi-level underground car parks for the full length of Pakington street and Gordon avenue. Why. Look at the lack of street parking at the old Bowsls club development. The adjacent parks parking spaces are full of the resident's cars and visitors. I.e., reduced parking for community hall users.
Not in favour of four plus storey buildings with current road network, parking spaces etc. Pakington street is a local shopping area and as a local resident this plan will increase off-street parking, traffic and noise.
Parking is already a premium around these streets.
There would also appear to insufficient consideration of the development of public parking, when considering the increase in traffic.
I would like to see parking changed to permit only in the streets in the North Precinct from permit parking after 2 hours.
It is already pretty much impossible for us or our visitors to get a park. How will council protect the parking spaces that are needed for current residents to be able to live normally.
With a massive increase in residents, this will prevent us and many others from finding parking spaces near our property.
It cannot be assumed that people living in apartments will not have a car or only one car per household. I see parking nightmares and traffic congestion as those living in the apartments use their cars.
The street was the great success it became because Councillors had the foresight to provide adequate free and available car parking. Despite the great increase in population no new provision was made in the last 30+ years by succeeding Councillors
Parking is already an issue. By increasing the density there will be more cars needing parking space & even if every residence is provided with a parking space the proposal does not allow for those residents that have more than one vehicle. Nor does the proposal allow for the parking of visitors to these complexes. The result will be an increased use of the side streets as alternative parking. As a resident of one of the many effected side streets, I regularly have issues with vehicles parking so close to my driveway that I struggle to enter or leave my property. Discussing the issue civilly with the drivers usually results in a mouth full of abuse.
In my view there has been a total disregard in understanding the day-to-day stress of residents with respect to parking and development. E.g., Knock down the property and car park across from Railway Hotel site. Erect commercial building, with tenants with only 10 car parks, (and allow the car park across the road to be referenced as "adequate parking" and the employees inevitably park on the street. Most properties in these areas do not have off street parking
One only need look at Census data from 2016 to see that car ownership in Geelong is greater than in Melbourne. ..." Where will the residents park? Where will visitors to the area park? What happens in the neighbouring streets with vehicle overflow and limited parking? This type of laissez-faire attitude towards car parking in my view shows bias towards development at any cost.
The irony is that if you wish to develop a suburban single house block in Geelong West into two dwellings you must provide car parking spaces, however if you wish to go up to four storeys, as a developer, it appears they will not be subject to the same rules!
To take away the some of the Car Parking areas in Autumn Street, Wellar Street, Albert Street and Clarence Street does not make sense. Streets running east and west off Pakington Street from Potter Street through to Maitland Street (except Gordon Avenue and Autumn Street) are too narrow for cars to pass without having

Parking
to stop to let approaching traffic come through. The outcome of this UDF will be increased traffic and vehicles trying to park in these streets
Needs to be supported by Council owned off-street car parking. The Heritage Core precinct has a lot of this. There is no existing off-street car park for the public (Council owned) in Pakington Street north.
Parking - any new building either commercial or apartments should provide sufficient underground parking - e.g., a 3-bedroom apartment should have 2 car spaces. I live in Manifold Heights where Unit construction has been approved with inadequate off-street parking. My street is 3 cars wide but with cars parked on both sides of the street, it is often difficult to travel through the street
Car parking is another major issue with minimal parks available at certain times of the day. When will the Parking meters appear?
A parking assessment for both residential areas and visitors to the area – particularly for the redeveloped northern precinct must be undertaken as residents are very concerned about visitors clogging up the narrow residential streets with parking. The current TNA does not assess this.
Removing on street parking will only increase the noise and pollution levels and make the street more dangerous,
What is the UDF plan to minimise already overcapacity parking for residential streets and main thoroughfares. As per todays already over stressed residential side streets, this proposal will only make Parking and Street congestion worse.
Parking in my narrow residential street (Weller St) is already extremely difficult for residents. We have 2-hour limits in place for visitors and parking permits for residents, but at least twice a week I am forced to park my vehicle in either Hope or Candover St, as there are no spots left. Placing a 10-storey tall building at the bottom of my street will further exacerbate the parking scarcity already experienced by myself and my neighbours.
Car Parking spaces are of a premium in Geelong West and anyone who regularly visits/shops/eats understands this and plans their visits accordingly – we only find it really difficult to park when Pako Festa is on. Any loss of spaces will be of detriment. Yes of course there are locals who walk, ride etc but Geelong West relies on customers from all over Geelong including their local area.
the introduction of additional car parking not just for residents but also visitors is required and should be investigated in the Northern Precinct.
Both drafts, unfortunately, have failed to capitalise on infill development opportunities that exist in the Retail Core and as such have done nothing to reduce car dependency of the businesses in that area. As long as there is limited opportunity for development on these sites, which, are similar depth as the Northern Precinct there will always be strong and united opposition to any proposed car parking changes.
There should be no change in allowance for traffic or vehicular parking
Parking is already a problem in the streets adjoining Pakington Street, as much development has already taken place with the many restaurants, cafés, eateries, and the extension of hotel dining facilities. The have been businesses and speciality shops which have relocated to Pakington Street or opened in Pakington Street, because of the degeneration of the Geelong City Centre with its punitive parking fees and often the inability of finding parking available. The patrons attending the venues in Pakington Street need to park in the adjoining streets putting pressure on those residents and/or visitors to those residences. I also object to any suggestion that meter or paid parking of any sort be introduced into Geelong West.
The removal of any on street parking, the placing of any “installation” which would result in the removal of any on street parking, and the dedication of any part of the road to a cycling track, will result in great pressure on what is a residential street in a residential neighbourhood.
Parking in the shopping precinct, under the proposed UDF, has been reduced and methods for handling this have not been explained. The concern is that the parking will spill into surrounding areas causing issues for residents.

Parking

Car parking in our street is already a problem. Many existing households in Geelong West already have more than one vehicle, limited off street parking and the proposed framework will just exacerbate these parking issues. Our streets are already congested as well as narrow. Increased volumes of cars down our streets will be amplified.

More parking should be provided back from Pakington Street.

Alternative Transport

Bike Lanes

The increased bike lanes would be welcomed to those in the community that cycle. In time as more people live closer to these shopping and entertainment precincts, and considering Australia's aging population, cycling will become more popular if people feel safe to do so and urban planning will make this happen

We do not need any bike lanes along Pakington St. Retain the current parking locations and controls

The proposed plants and bike lanes are a great idea and welcomed. I think a European style bike lane next to the foot path and protected from traffic by the row of parked cars model should be considered. It makes the footpath look wider and makes cycling feel safer.

It is vital that if a bike lane is installed in Pako that almost all the existing parking is retained, especially the loading zones.

Bike lanes are not compatible with retail and hospitality businesses. People do not go out shopping or to eat out on bicycles. The loss of parking spaces caused by bike lanes in the Melbourne CBD IS now a topic of regret. Go not remove the existing car parks to make way for more bike lanes. There is a bike lane already that works just fine. More car parking areas need to be constructed with the increase in residents currently planned to live in the new high rise

The other thing is I reckon that those new Bicycle Lanes along Pakington Street need to have Protected Barriers along them to protect Cyclists from car doored along Pakington street as it's quite a dangerous road for Cyclists using the Cycle lanes in regard to being Car Doored all the time.

Re bicycle lanes - does that equate to no more parking on Pakington st itself.? How will they be accommodated? Overall, we agree with bicycle lanes.

The bike lanes as such are dangers with car doors opening without looking or care. Cars move in the bike area without care or looking, I been knocked off my bike this way

Reducing the lane widths on Gordon Ave given the traffic flows is not a good option. Was there any consideration to banning cyclists from Gordon Ave?

Should the proposed UDF building plan be implemented and the introduction of additional crossings and bicycle paths along Pakington Street and given that the street is narrow and does not allow for turn lanes into many streets off Pakington Street we know this will only add additional pressure along a busy stretch of road and notably limit traffic flow ever further.

Has research and an evaluation been done on the use of the bike lanes in town to justify installation in Geelong West?

The bike lanes in the CBD are hardly used and yet their existence chokes the traffic flow through the CBD. This has proven a complete failure and yet here you are trying to do the same stuff in Pako? there should be no bike lanes in Pako-

Cycling paths along Pakington Street should not be part of this Design. The idea that if you provide bicycles paths on roads, cyclists will flock to them, and motorists will leave their cars in preference for their bicycles, is an unrealistic fantasy. The impact of doing this in Pilkington Street, and with it the destruction of what is now the best and most vibrant shopping strip in the whole of Geelong will be devastating.

I encourage development of pedestrian and cycling infrastructure that connects these areas with public transport hubs and the CBD.

Alternative Transport
I'm always impressed to see the numbers of people biking along Pakington St, which must exceed almost any other street in the municipality. Every effort to give people the chance to cycle in a safer manner without the current 'door zone' risks that loom large, will promote more people to consider it a viable transport mode. Ideally cycling infrastructure along Pako that allows anyone from ages 8 to 80 to feel safe and confident should be our utmost objective.
Other Transport Comments
It cannot be assumed either that most people who will access the shops and services in Pakington Street and Gordon Avenue will be able to walk from their home or catch public transport there. As we know, public transport does not operate all hours, nor does it connect different parts of Geelong efficiently.
Despite the intention of residential development being for a car free society, in fact this is unlikely to happen. In the absence of an effective local transport service, most households still require a vehicle so that already existing parking problems are exacerbated, pushing cars into residential narrow streets
Build higher and bigger in an area where substantial parking can be provided in addition to easier access for cars, bikes and public transport.
It would be nice to see provision for a light rail line to run from Pakington Street via Gordon Avenue to Brougham Tunnel and on to Eastern Beach. Closing Pakington Street to two-way traffic would also be great (make it Southbound only, with Northbound access via alternate routes.
The council needs to actively incentivise people to change their attitudes and utilise car share or public transport
While I recognise the council effort to encourage alternate forms of transport, these will unlikely be the main forms of transport used within the Pakington Street area.
A key aspiration of the UDF is to reduce the number of cars per dwelling and the number of short car trips. To do this, there must be seamless integration with public transportation to allow people to get to and from the Pakington Street area.
This UDF needs to support pedestrian and cycling access more strongly for both residents of the area to access the train stations (both Geelong North and Geelong) and also to support visitor access to Pakington Street.
Traffic congestion will not be simply solved with increasing bus numbers and bike access along Pako. Both public transport and traffic flow across the whole of Geelong will need addressing to assist with congestion along Pako.
Also, much better and more frequent public transport. A bus connecting East and West Geelong would be very useful and this may cut down some of the traffic.

Pedestrian
I understand that development is needed, and it is taking place but the increased traffic flow, noise and congestion together with 2 of the most dangerous pedestrian crossings in Geelong should be the focus of Council "improvement" planning
The overlay of narrowing pedestrian pathways for greening and bicycle lanes requires further assessment for all-abilities (i.e., visually and mobility impaired residents, visitors) Community 'cost' impacts from changes to parking are readily seen with developments: increased use of small residential streets, removal of shop front parking and 'take overs' by developments.
As a resident in the heritage section, one omission I can see from watching pedestrian movement over many years is a second crossing is needed at the corner of Autumn and Pako (priority 1)
With increasing numbers of cafes / restaurants people are crossing over Pakington Street and there is no safe place to do so.

I personally have issues already with the pedestrian crossings in Pakington St that have been installed near Weller St and Clarence to Preston St. They need more signage or flashing lights. Sometimes stepping out onto the road is like taking a risk.
I live on a street of Pakington street and hate how busy it has become and having all the pedestrian crossings has added to the chaos already.
Pakington Street is almost at a standstill during the morning and afternoon rush periods. This has been made much worse by the ridiculous placement of pedestrian crossings which ensure blocking of side streets.
the new pedestrian zones do not work as people still take the least path of resistance and run the gauntlet
If anything should be done, better pedestrian crossings should be installed, particularly road markings. This has been a long-standing issue, especially between Autumn and Church Street.

Infrastructure Theme Comments

Infrastructure Theme
Sewers, Drains and Roads
Higher demand on infrastructure such as streets, sewers, and drainage.
Existing infrastructure—we have concerns over the existing infrastructure and how it will effectively function with the proposed increase in residents living in this area. We have narrow streets, sewage and storm water pipes. how are these existing pipes within this suburb going to cope with the large increase in residents living in this area?
Who is responsible for infrastructure works? Replacement of ageing sewage/water pipes before you can propose so many dwellings?
Infrastructure such as Wi-Fi, sewerage / storm water pipe systems, roads - unless upgraded in advance to cope with an increased population, are unable to cope with increased people using these vital services
Strain on existing infrastructure, for example, narrow streets, sewerage and storm water pipes. There have been maintenance issues recently with crews employed by Barwon Water working on ageing pipes
The sewerage pipes and storm water pipes in the Geelong West area are not built to deal with the increased population input from this type of development. Increasing population would cause more problems which the infrastructure is not designed to handle.
There is also not the infrastructure to cope with the proposed housing with these building heights.
I have huge concerns for what infrastructure will be placed underground and the competence of the design and construction team is an understatement
I am concerned about the impact that the additional housing and subsequent increased population will have on the current infrastructure such as the ageing sewerage and storm water pipes.
The area is old, with narrow streets and old infrastructure, such as sewage and stormwater pipes. Developments of this size will put pressure on these and impact the current residents to an unacceptable degree.
Having excess people with the proposed development of high-rise apartments there is no way the sewerage and water Infrastructure that we currently have will be able to accommodate this increase in population that you are putting forward.
They would also place additional strain on existing infrastructure such as the storm water drains at the bottom of Weller St which often overflow on to the roadway during summer storms.
Effect of development of surrounding sewer and stormwater services. What management strategy will be proposed for handling of this?
There will be additional pressure put on these narrow streets and all of our infrastructure including stormwater and sewerage.
Footpaths, Signs, Lighting and Toilets

Infrastructure Theme
When shopping at the chemist and fruit shop it is a struggle to wheel a trolley across to the carpark narrow lopsided footpaths. We need wider footpaths
Initiatives The poor and deteriorating state of public infrastructure, such as footpaths and lighting, in the Core Heritage Precinct requires an immediate response
With the vibrancy of the area especially with so many great eating places is need for improved street lighting
Please make sure that seating, planter boxes, street eating facilities, etc consider the residents and visitors who are elderly or are living with a disability. Cluttering of paths is dangerous for them.
Because of Geelong West's mix of aged residents and young families, it would be desirable to see more toilet facilities. There are only 2 - one at the town hall and the other at Woolworths.
I am disgusted with the toilets you took ages to put in, also you don't think we are fit to have toilet seats. Terrible
The signage example is not particularly inspiring or meaningful. Signage needs to be clear, not too intrusive, but obvious enough to be helpful to those looking for guidance.
Page 69 Title Laneways There is a laneway which has been approved since a 2016 Building Permit, Bowlers Ave – (Bowls Club Development) to Coquette St. Internal footpath completed, final connection to the west pending. Can this be considered under the UDF?
Social Infrastructure
How will the schools accommodate this enormous growth in population for the area?
Has consideration has been given to the impact of an increase in population on local schools, kindergarten, childcare, maternal and childcare services and health services in general
I spend a considerable amount of time and energy trying to advocate for interim and permanent housing options for people with disabilities in line with Summer Foundation recommendations and there is not one mention of it in the Interim report why is this?
I do not see in the draft UDF plan for the addition of extra schools, kindergartens, aged care facilities or day-care centres etc. in Geelong West that will be required for such an influx of people.
I propose that the UDF include a commitment to a feasibility study into the re-siting of the Community Centre with the Geelong West Town Hall, Library and COGG Customer Service Centre and a feasibility study into a pedestrian mall on Pakington St between Hope Street and Wellington/Waratah Streets.
The Committee for Geelong is concerned that in its current form, UDF will not allow for sufficient incentive for development to occur that will include social and affordable housing. Geelong's Social Housing Strategy relies on capturing some planning land value uplift to fund local social housing projects.
The UDF presents no data about what such a population increase implies for local child-care / maternal health / kindergartens and primary schools as well as the need for extra outdoor playing areas.
Lack of primary and secondary school services for increased residents. Currently the schools in the region are at capacity. What strategy is proposed for schools in the region with the increased volumes?
I would be very keen on more social housing being incorporated into the plan

Greening and Open Space Theme Comments

Green Space
The idea of more green areas is fantastic.
Congratulations on creating more leafy areas in the plans.
I concur that there is a gap in feel and appearance between the Heritage core and the north of Pakington Street and appreciate the time given to promote greenery in the area.
There is also no discussion of the proposed landscaping objective, nor a species list provided
This plan should include more than a few mature street trees. Garden areas (with large trees and shrubs) should be required as part of building design - front entrances, court yards. Why not require rooftop or

Green Space
vertical gardens? Increasing our urban tree canopy is essential to maintaining a liveable city in a time of global warming.
My main concern is the greening of the precinct in the report. The eastern boundary of Madden St., an entry road to area in question, appears outside the boundary of consideration. I was hoping that the large unkempt areas on the east side of road, under the fly over, the mess of semi killed ivy on pedestrian overpass and any neglected areas up to Waterloo st could be planted out in suitable trees and shrubs this year.
I am pleased at the prospect of planting more trees, but they will not compensate for too tall buildings and extra residents moving in there with their cars.
Amenities like parks and other green spaces don't in themselves provide income to developers and must be planned in high density developments to provide improved quality of life for would-be residents. From what we see in the draft UDF proposal that the planned green spaces would not be adequate for a proposed 1,500 additional residents, not to mention a countless number of transit office workers employed in any high-rise commercial building.
Pocket parks, whilst I don't object to the concept of pocket parks this plan seems light on regarding how they will be integrated and what type of access / exit will be incorporated to prevent the parks becoming crime hot spots for robbery and assaults and other unsociable behaviour such as drunkenness and homelessness enclaves.
Geelong West lacks sufficient green spaces & trees
Very little green space has been added, like handkerchief sized spots. Geelong West is already one of the very worst areas in Geelong for access to parks and green space. Some parts of it feel really barren, it's totally unacceptable to add 10000s people to the neighbourhood and not provide this most basic amenity
Where are the green spaces as required?
Green areas are few and far between
Please do not repeat the mistakes made in the CBD of Geelong. Make sure that the plantings are indigenous, where possible, and appropriate – no palm trees please.
The current plans do not sufficiently increase green areas in Geelong West. I refer to council's policy on trees from 2015 with the plan towards 2025. This places greater emphasis and responsibility on Council to establish and maintain canopy cover on public land as well as investigating the possibility of mandating minimum lot sizes to accommodate one canopy tree per allotment and encouraging sufficient space for trees in new developments."
The additional green space within the rail yards and Pakington strand areas is a welcomed addition from the previous version of the UDF.
We acknowledge the need to enhance the public realm within the Pakington North Precinct by providing opportunities for greening and upgrading public spaces
Support open space and play areas with green pockets and appropriate plantings.
The proposal to integrate 'ground flood landscape' is not supported. This would encroach the public space into already small lots. The Draft UDF supports zero-setbacks along Pakington Street which is a conflict with this objective for landscaping. Pakington Street as the Principal Pedestrian Network should have a zero-setback and the landscaping should be integrated into larger sites.
Plantings that offer both shade and colour would make fantastic improvements to the streetscapes of both precincts. Plantings that attract native birdlife should be considered given the seemingly ever worsening pigeon plague that haunts the neighbourhoods around the Pakington North precinct.
Suggest * A future greenway from Pakington North precinct to North Geelong Station.
Open Space
I am very excited about the improvements these changes will make in our local area. The only other thing I would like to see considered is the possibility of pedestrianizing Pakington Street (or parts of it) for periods of time (weekends or extended). I think that it would be wonderful to have a vibrant European-style alfresco

Green Space
cafe and bars precinct, maybe interspersed with galleries and shops to create a cultural centre in Geelong. I believe that with some adaptations to Melbourne Road, Shannon Avenue, and Minerva Road we could alleviate the traffic pressure on Pakington Street enough to create this pedestrianisation.
Whilst the proposed street plantings are welcome, I would like to know more about the details of the proposed public open space. Higher density development places more stress on parks and playgrounds of which there are few in Geelong West.
Secondly, there is a dense number of residential spots planned and this does not appear to be complemented by an adequate amount of amenities. Restaurants, shops etc are not 'dead' therefore they'll just become overloaded and people will start to avoid the area. Why not an open space. An open market area for food, local artists and crafters. Surrounded by parks. A community space.

Issues for Business Theme Comments

Issues for Businesses
We know there has been an overdevelopment of apartments in Melbourne. Let's not make the same mistake here. We do not want half-empty buildings with vacant retail premises on their ground floors. We have already seen how difficult it is for businesses to be viable on the ground floor of apartment developments in Geelong
What happens to current businesses in these precincts? Will they be "moved on" because they no longer fit the development model? It is a much repeated, sad story in housing developments that long-term businesses / residents are made to feel unwelcome and at fault by newcomers to their changed precinct.
Multi storey buildings will increase the viability of small businesses if they have a substantial residential component. The eventual design should make every effort to retain the current strip shopping feel of Pako with its many and varied small businesses.
The impact on all businesses on Pakington Street during the construction of bike lanes/green spaces etc. (Case in point would be Malop St – who goes there now)?
The proposed introduction of the Residential Growth Zone in majority of Gordon Avenue as recommended in the UDF will ultimately have a detrimental impact on the existing business viability particularly car sales as most retail uses are prohibited in this zone.
The development will also be detrimental to the strip shopping that attracts so many visitors from all over Geelong and from Melbourne and further afield.
We feel the planning of any of these works needs to be very carefully done with full business input and minimal interruptions, including night works. One just has to look at the losses businesses have sustained in the city with such drawn out, long ongoing, works etc
Cars still need to be a focus as the folks walking, riding and to an extent travelling via public transport will not on the whole keep the businesses going.
"Overdeveloping and further restricting the flow of traffic through Pakington Street will only continue to hurt local businesses. That road was more of a thoroughfare before the lowering of the speed limit years ago, now locals avoid it and use alternatives.

End of document

8/10/2021

Lynda Jones 0408 998 157
Lynda.Jones@noagroup.com.au

Bob Campbell 0408 033 6340
Bob.campbell@noagroup.com.au



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www.noagroup.com.au

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2.3. Amendment C339 - Flood Overlays and Zones (Lara Flood Study, Lower Barwon & Moorabool Rivers, Bellarine Peninsula Coastal Hazard) – Consideration of Submissions

Source: City Planning & Economy
Director: Gareth Smith

Cr Grzybek declared a Conflict of Interest in Agenda Item 2.3 Amendment C339 - Flood Overlays and Zones (Lara Flood Study, Lower Barwon & Moorabool Rivers, Bellarine Peninsula Coastal Hazard) - Consideration of Submissions in that Cr Grzybek owns a property in the amendment area and left the meeting room prior to discussion at 7.14pm.

Purpose

1. To consider submissions to Amendment C339ggee and seek Council support on a strategy for dealing with the submissions including referral to an independent Panel.

Background

2. The amendment implements the *Lower Barwon Lower Moorabool Flood Investigation (Dec 2018)*, *Lara Flood Study (March 2020)* and *Bellarine Peninsula Corio Bay Local Coastal Hazard Assessment (Dec 2015)*.
3. The amendment affects 7,744 properties and revises the Floodway Overlay (FO), Land Subject to Inundation Overlay (LSIO) and the Special Building Overlay (SBO) maps, makes some zoning changes and amends the overlay schedules.
4. On 28 July 2020 Council resolved to support the public exhibition of the amendment. It was authorised by the Minister for Planning in May 2021 and exhibited from 15 July 2021 to 16 August 2021 (with late submissions accepted). More than 10,000 notices were mailed to affected owners and occupiers.
5. A total of 561 submissions were received. Of these, 535 submissions objected and 26 submissions either supported, did not object or provided comments only. The majority of submissions were from the Lara Flood Study area with 505 submissions.

Key Matters

6. **Attachment 1** provides further detailed background to the amendment and discusses and responds to the key themes raised in submissions. A list of submitters and themes is in **Attachment 2** (names are published where consent was provided by submitters).
7. Under the *Planning and Environment Act 1987*, Council must now either: change the amendment as requested by submitters; refer submissions to a Panel; or abandon the amendment or parts of it. These options also enable splitting of the amendment or deferring consideration of submissions to allow further work and review.
8. The City recommends that Council resolves to defer consideration of the submissions relating to the Lara Flood Study and refer all other submissions to an independent Panel with a hearing to be held in April/May 2022.

9. This will allow Council officers time to further investigate and address the complex and site-specific submissions relating to Lara and report back to Council in early 2022. For example, new housing estates have developed since the Lara Flood Study was prepared and some of these areas may be able to be removed from the proposed overlays. This approach will also provide certainty for the Lower Barwon Moorabool River and Bellarine Peninsula (LSIO2) parts of the amendment.

RESOLUTION - Item 2.3

Cr Aitken moved, Cr Harwood seconded -

That Council having considered all submissions to Amendment C339ggee - Flood Overlays and Zones (Lara Flood Study, Lower Barwon & Moorabool Rivers, Bellarine Peninsula Coastal Hazard) resolves to:

- 1. Request the Minister for Planning to appoint an Independent Panel under Part 5 of the *Planning and Environment Act 1987* to consider all submissions to Amendment C339ggee except those relating to the Lara Flood Study;**
- 2. Defer a decision on the Lara Flood Study submissions to allow Council officers to investigate and prepare a further report on the site specific and more complex submissions and report back to Council in early 2022;**
- 3. Refer all submissions except the Lara Flood Study submissions to the Panel;**
- 4. Submit to the Panel its response to the submissions (except the Lara Flood Study submissions) generally as outlined in this report; and**
- 5. Note that Council officers will liaise with Planning Panels Victoria to delay appointment of a Panel and a Panel Hearing pending the outcome of Council's future consideration of the Lara Flood Study submissions.**

Carried

Financial Sustainability

10. Application of the overlays will not have any significant financial implications to Council with the exception of the usual costs associated with the planning scheme amendment process including Panel hearing fees and the cost of engaging an expert witness.

Community Engagement

11. In relation to properties in Lara and Avalon, community engagement occurred previously as part of the Lara Flood Study including community open house sessions and publishing of extensive information on the website.
12. Further opportunity for community input has occurred as part of the public exhibition of the planning scheme amendment. In the event that Council resolves to refer the submissions to an independent Panel, the submitters will be able to further present their case at a panel hearing.

Social Equity and Sustainability

13. The amendment has positive economic and social benefits by identifying areas where planning permit assessment can reduce the risk of the harm from riverine flooding, stormwater flooding and damage due to sea level rise and storm surge.
14. In regard to social equity, it should be noted that Lara (which has the most properties proposed for new flood overlays as a result of this amendment), is subject to the same flood related planning controls that exist elsewhere in Greater Geelong. Numerous other towns and suburbs including parts of Barwon Heads, Ocean Grove, Portarlington, Moolap, Corio, Newtown, Highton, Belmont and Wandana Heights are subject to flood overlays such as the Special Building Overlay proposed for urban Lara.

Relevant Law/Policy/Legal Implications

15. The Victorian Floodplain Management Strategy 2016 is a State Government strategy that clarifies the roles and responsibilities of government agencies and authorities involved in flood management. In relation to planning, the strategy explains:
“Enhanced effort in municipal planning, supported by increased knowledge of flood hazards, will go a long way towards securing resilience to floods. Flood overlays need to be introduced or updated as soon as possible after new flood maps are produced to maximise the returns on investment in flood information and help manage risk.”(p.13).
16. In relation to planning policy, the amendment is consistent with the following State Planning Policies:
 - 16.1 Clause 11 Settlement - identifies that planning for settlements must have regard to health and safety. The amendment supports this principle by documenting the extent of flooding and the degree of risk from its impacts by using the FO for areas that are at risk of faster flood flows and depths and the LSIO for overflow areas.
 - 16.2 Clause 11.02-1S Supply of urban land – identifies that planning for urban growth should consider the limits of land capability and natural hazards and environmental quality. The amendment implements this clause by identifying land that is subject to the natural hazards of flooding and intense rainfall events.

- 16.3 Clause 11.03-2S Growth areas – requires planning to respond to climate change and increase environmental sustainability. The amendment implements this clause by introducing updated planning controls that will ensure new development, subdivision and works proceeds in a manner that is compatible with flood risk.
- 16.4 Clause 13 Environmental risks and amenity – identifies that planning should aim to avoid or minimise natural and human-made environmental hazards. The amendment implements this clause by introducing new and updated planning controls that will ensure new development, subdivision and works proceed in a manner that minimises exposure to environmental risks associated with flooding.
- 16.5 Clause 13.01-1S Natural hazards and climate change – identifies the need for adaptation response strategies for existing settlements in risk areas to accommodate change over time. The amendment assists in implementing this by providing more accurate information to guide subdivision and development in responding to risks associated with flooding.
- 16.6 Clause 13.01-2S Coastal inundation and erosion – the amendment achieves the policy objective to plan for the potential coastal impacts of climate change. It requires planning for sea level rise of not less than 0.8 metres by 2100 and allows for the combined effects of tides, storm surges, coastal processes and local conditions such as topography and geology when assessing risks and coastal impacts associated with climate change.
- 16.7 Clause 13.03-1S Floodplain Management - identifies that planning is to assist the protection of:
 - 16.7.1 Life, property and community infrastructure from flood hazard;
 - 16.7.2 The natural flood carrying capacity of rivers, streams and floodways;
 - 16.7.3 The flood storage function of floodplains and waterways; and
 - 16.7.4 Floodplain areas of environmental significance or of importance to river health.
17. The amendment is consistent with the following Local Planning Policies:
 - 17.1 Clause 21.05-4 Coastal environments - including the objectives: to protect, maintain and enhance the coast, estuaries and marine environment and to respect and manage coastal processes.
 - 17.2 Clause 21.05-5 Climate change - including the objective: To plan for and adapt to the impacts of climate change, and a relevant strategy: Avoid land use and development within areas considered at risk of coastal erosion or inundation from flooding, storm surge or rising sea levels.
 - 17.3 Clause 21.05-7 Flooding - has relevant objectives: To protect floodplains, and to minimise the potential for damage and risks to public safety and property from flooding.

Alignment to Community Plan and Vision

18. This report aligns with *Our Community Plan 2021-2025* strategic priority:
Sustainable growth and environment.
19. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:
Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

20. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

21. There is a risk if Council as the Planning Authority does not act on the flood mapping it has available, it may be liable if flooding occurs in the future and damages property developed subsequent to the studies. Council can reduce this risk by acting on the scientific based data it has available and applying the appropriate planning overlay or zone as proposed by this amendment. It is considered Council has a duty of care to act and identify flooding and properly control development in flood prone areas.
22. The overlays will help reduce the risk of property damage as a result of stormwater, riverine and coastal flooding by requiring a planning permit for new dwellings and other buildings and works. In particular, this will enable both Council as the Responsible Authority and the Corangamite Catchment Management Authority as the Floodplain Management Authority to ensure building floor levels are set above the predicted flood levels and hence minimise economic and personal hardship if flooding is to occur.

Environmental Sustainability

23. The Amendment will help manage the environmental hazard posed by stormwater and riverine flooding and impacts of coastal inundation and future sea level rise.

Attachments

1. Attachment 1- Amendment C 339 - Flood Study Overlays - Consideration of Submissions [2.3.1 - 18 pages]
2. Attachment 2 - List of Submitters and Submission themes [2.3.2 - 13 pages]

Attachment 1 – Consideration of submissions to Amendment C339ggee

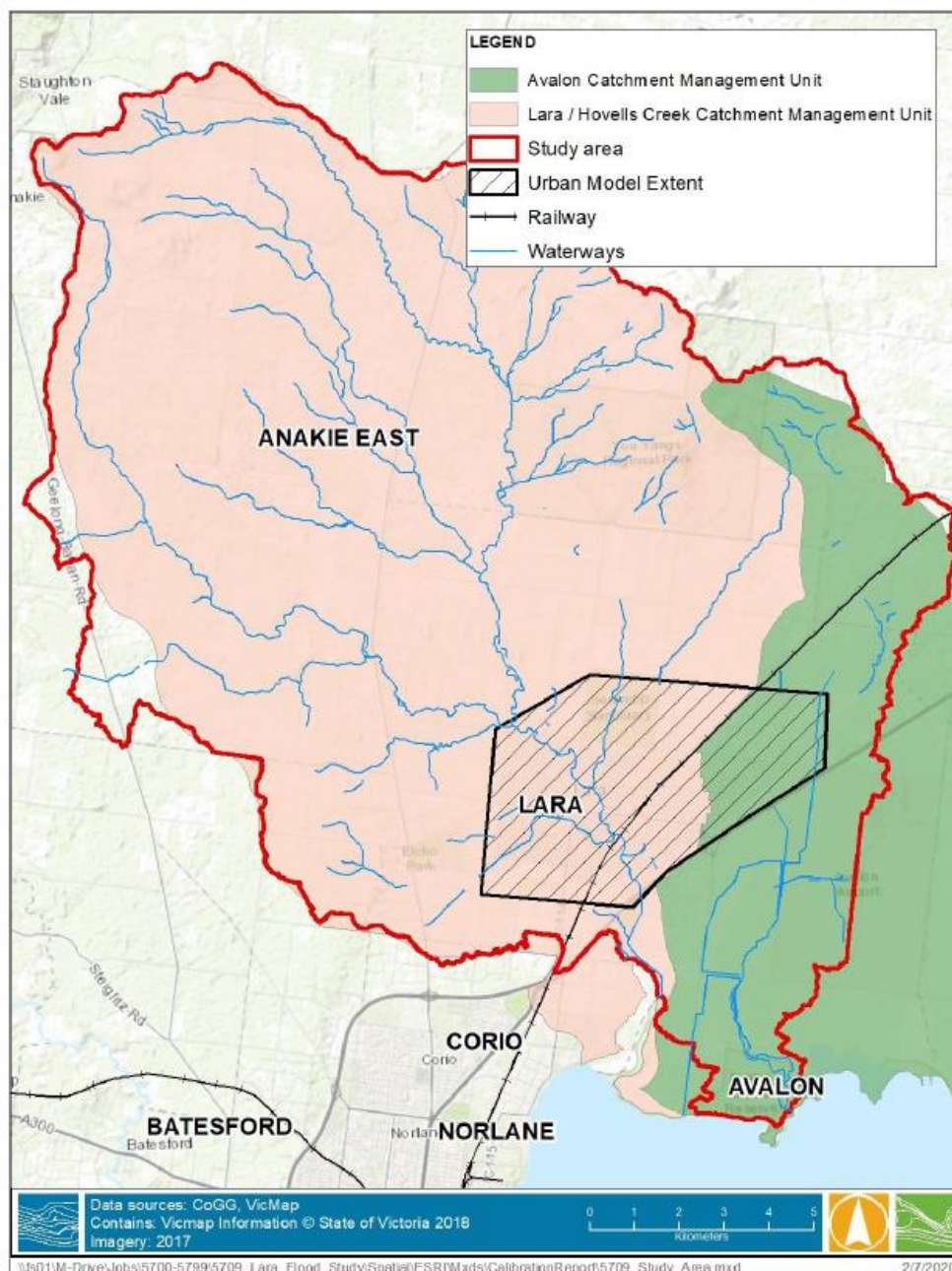
BACKGROUND

1. The main purpose of the amendment is to implement the following three flood studies by updating planning scheme zone and overlay maps:
 - 1.1 *Lower Barwon and Lower Moorabool Flood Investigation, December 2018;*
 - 1.2 *Lara Flood Study, March 2020; and*
 - 1.3 *Bellarine Peninsula - Corio Bay Local Coastal Hazard Assessment December 2015 (LCHA) (only the remaining areas around Lake Connewarre and the Barwon River estuary not already implemented).*
2. The overlays will help ensure that any significant buildings and works constructed in areas identified as flood prone are built to a standard that considers future flooding.
3. The Amendment is also required to modify the schedules to the Land Subject to Inundation Overlay and Floodway Overlay currently contained within the Greater Geelong Planning Scheme as they do not conform with the Ministerial Direction and require further permit exemptions to accord with industry best practice.
4. All three flood studies were prepared by expert engineers and scientists and involved extensive research, mapping, analysis, scenario modelling and public consultation.
5. The *Lower Barwon and Lower Moorabool Flood Investigation* and the *Lara Flood Study*, were both prepared by Water Technology - Water, Coastal & Environmental Consultants, with the *Lower Barwon and Lower Moorabool Investigation* being a joint project of the Corangamite Catchment Management Authority and the City of Greater Geelong. The *Bellarine Peninsula – Corio Bay LCHA* was prepared by Cardno on behalf of City of Greater Geelong and a group of other government agencies.

FLOOD STUDY AREAS AND FLOOD HISTORY

6. **Lara Flood Study**
7. As described in the *Lara Flood Study – Design Modelling Report 31 March 2020 (p.5)* the study area “consists of two major drainage catchments, Hovells Creek/Lara and part of the Avalon catchment management unit, as shown in **Figure 1**. The township of Lara was also a key focus area of the study as it is impacted by riverine flooding from Hovells Creek and stormwater inundation from within the urban area. The Hovells Creek/Lara catchment begins near Mount Anakie and flows in a south easterly direction through farmland and into the urban area of Lara before flowing into Limeburners Bay, an inlet to Corio Bay.”
8. The Flood Study Report also describes Lara township and its history of flooding and flood studies as follows: “Lara is a residential and commercial town located at the lower end of the Hovells Creek catchment and has a population of just over 16,000. The town has been identified as a growth area for residential, commercial and industrial development. Lara has been subject to inundation from Hovells Creek and stormwater catchments in the past with significant flood events in 1933, 1973, 1983, 1988, 1995, 2005 and 2010. Several flood investigations have been carried out of this area, and flood mitigation work has been proposed along the Elcho Drain. Further work in the Northern Growth Area, to the west of the main township has also been undertaken recently.”

Figure 1 – Map of Lara Flood Study boundary and catchments



9. **Lower Barwon / Lower Moorabool Flood Study Area**
10. As described in the *Lower Barwon and Lower Moorabool Flood Investigation, December 2018* at page 6 the study area is “defined by the lower reaches of the Barwon River and the Moorabool River to the mouth of the Barwon River including Waurrn Ponds Creek and a number of small tributaries (see **Figure 2** below). The study area extends upstream to the Batesford streamflow gauge on the Moorabool River and the Pollocksford streamflow gauge on the Barwon River.”
11. The study describes the history of flooding and investigations as follows: “The floodplains of the Barwon and Moorabool Rivers have faced significant riverine floods noted in 1852,

1880, 1909, 1951, 1978, 1995, 2001 and 2011. Fortunately given the long and frequent history of flooding along the Barwon and Moorabool Rivers much of the residential development through Geelong and the wider catchment is located outside of the areas know to be subject to flooding. Consequently, much of the floodplain is now occupied for recreational uses with some land still occupied by industrial businesses.”

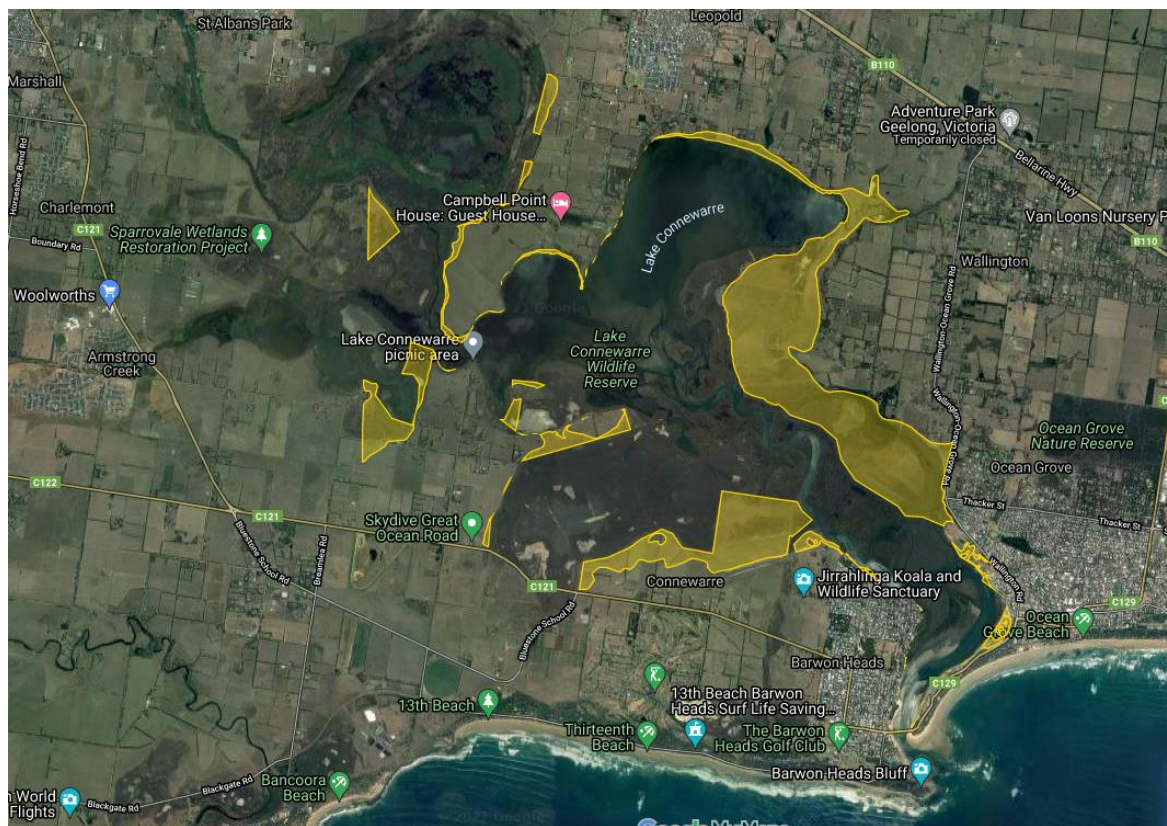
12. The study describes previous flooding investigations of the Barwon and Moorabool Rivers, as well as a number of important tributaries including the Leigh River, Waurn Ponds Creek and Armstrong Creek have occurred over the past 50 years, the most significant of these include:
 - Geelong Flood Plain Management Study, GHD (1982);
 - Geelong Flood Mitigation Strategy Final Report, GHD (1997); and
 - Moorabool and Barwon River Regional Flood Mapping Project, GHD (2016).
13. The study produces flood mapping and improves the flood intelligence for the major waterways in and around the city of Geelong within the study area shown in **Figure 2**.

Figure 2 – Lower Barwon / Lower Moorabool Flood Study Area



14. **Bellarine Peninsula Corio Bay Local Coastal Hazard Assessment area**
15. The *Bellarine Peninsula - Corio Bay Local Coastal Hazard Assessment December 2015 (LCHA)* covers the whole Bellarine Peninsula and Corio Bay from Breamlea to Avalon, however the majority of this study has already been implemented by Amendment C394. Amendment C394 only implement an overlay (LSIO2) for certain properties on the fringes of Lake Connewarre and the Barwon River estuary as shown in **Figure 3** below.

Figure 3 – Area affected by LSIO2 (yellow) in Amendment C339ggee



PLANNING SCHEME CHANGES PROPOSED BY AMENDMENT C339GEE

16. The Amendment revises the mapping extent of the Floodway Overlay (FO), Land Subject to Inundation Overlay (LSIO and LSIO2) and the Special Building Overlay (SBO) in the areas of the respective studies, makes a small number of zoning changes in Lara and amends the Schedules to the FO and LSIO.
17. The Amendment affects the flood study areas differently as summarised below:
18. **Lara Flood Study area**
19. In the Lara and Avalon area a small number of properties will have zoning changes and several thousand properties are proposed to be included in one of the three flood overlays - the Floodway Overlay (FO1), Land Subject to Inundation Overlay (LSIO1) and Special Building Overlay (SBO).
20. **Lower Barwon River and Lower Moorabool River Flood Investigation Area**
21. Along the lower Barwon River and lower Moorabool River many properties are already subject to flood overlays but the map extent of these is changing due to the new flood investigation which has re-modelled flooding in the catchment. In some cases properties will be completely removed from a flood overlay and in other cases the area subject to the overlays is increasing or decreasing depending on the results of the flood modelling undertaken.

22. ***Bellarine Peninsula Corio Bay Local Coastal Hazard Assessment area***
23. In the lower reaches of Lake Connewarre and the Barwon River estuary the Land Subject to Inundation Overlay (LSIO2) is being applied. This overlay recognises properties that will be subject to inundation as a result of coastal storm surge and future sea level rise. The LSIO2 has already been applied to over 1600 properties around the Bellarine Peninsula and Corio Bay by a previous amendment - C394ggee.
24. ***Other areas already covered by the FO and LSIO***
25. There are a number of properties outside the three abovementioned flood study areas where the flood overlay mapping will not change. However, they will be affected by changes to the LSIO and FO schedules (the written part of the scheme). The changes to the schedules will greatly reduce the circumstances in which a permit is required for buildings and works.
26. There is a total of 7744 properties affected by the Amendment.

AUTHORISATION AND PUBLIC EXHIBITION OF AMENDMENT C339GGEE

27. On 28 July 2020 Council resolved to support the preparation and public exhibition of the amendment.
28. The GIS mapping for the amendment was complex and the official amendment maps took the City and DELWP several months to resolve and prepare.
29. On 2 March 2021 the City requested Ministerial authorisation to prepare and exhibit the amendment. The Minister's delegate issued authorisation on 19 May 2021 subject to the following conditions:
1. *Update the Instruction Sheet and Explanatory Report to ensure they correctly represent the mapping changes proposed by the amendment prior to exhibition; and*
 2. *Include in the Explanatory Report the strategic justification for the proposed rezonings of land in Lara.*
30. The Amendment was exhibited from 15 July 2021 to 16 August 2021 (with late submissions accepted to the end of August and beyond).
31. Notices were sent to 10,326 owners and occupiers of land affected by the proposed overlay and zone changes, government authorities, land managers and prescribed Ministers. The Notices were grouped and tailored to specify the changes relating to specific properties and a map showing the overlay or zone changes was included.
32. Information was published on the [C339ggee webpage](#) including the amendment and supporting documents, Frequently Asked Questions and interactive google maps showing the extent of the new overlays. Hard copies of the amendment and supporting documents were available for viewing at the Brougham Street Customer Service Centre in Geelong and the Lara Library.
33. Notices were placed in the Geelong Independent on Friday 9 July 2021 and the Geelong Advertiser on Saturday 10 July 2021. A Government Gazette notice was published on 15 July 2021.

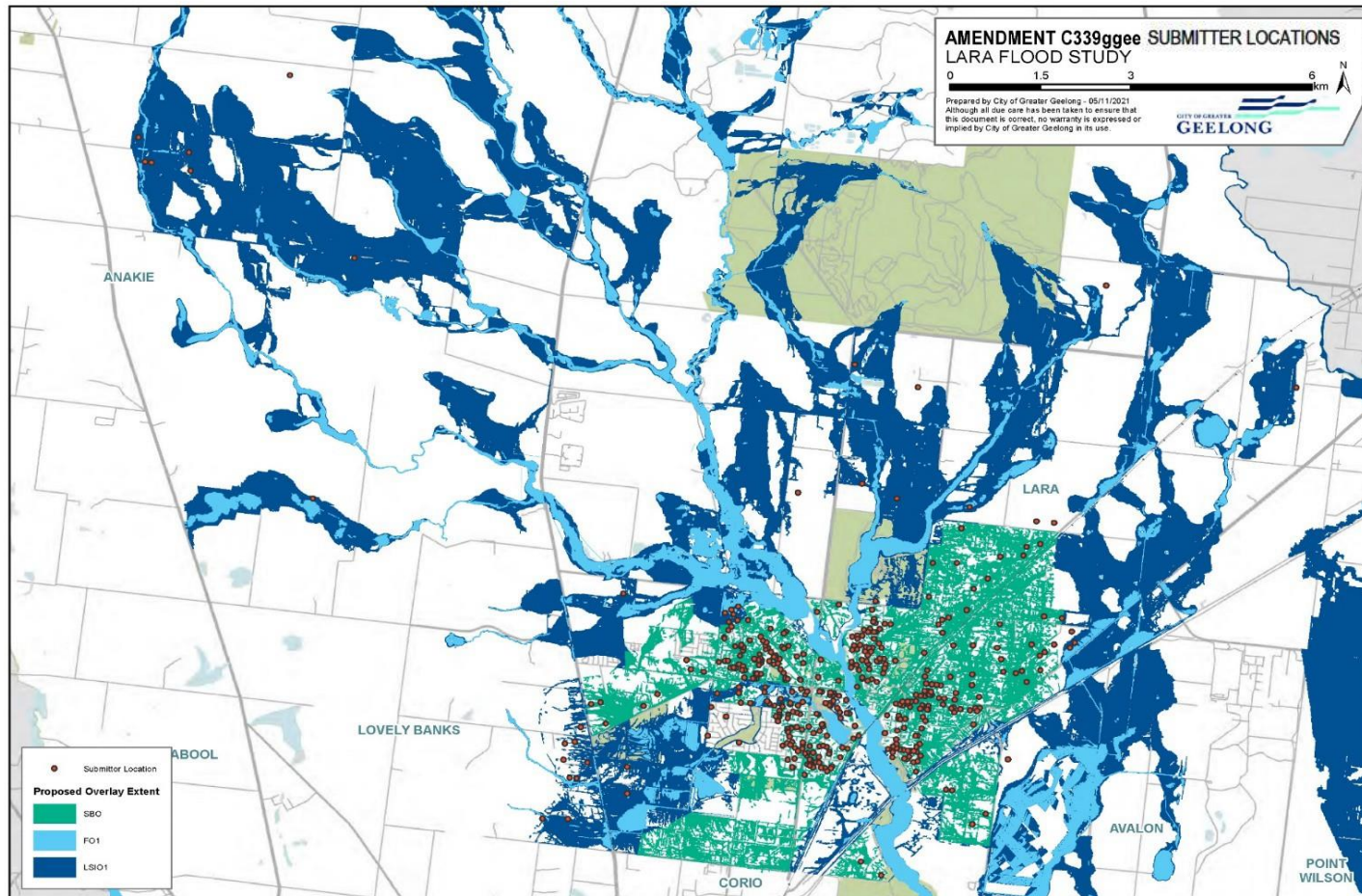
SUBMISSIONS

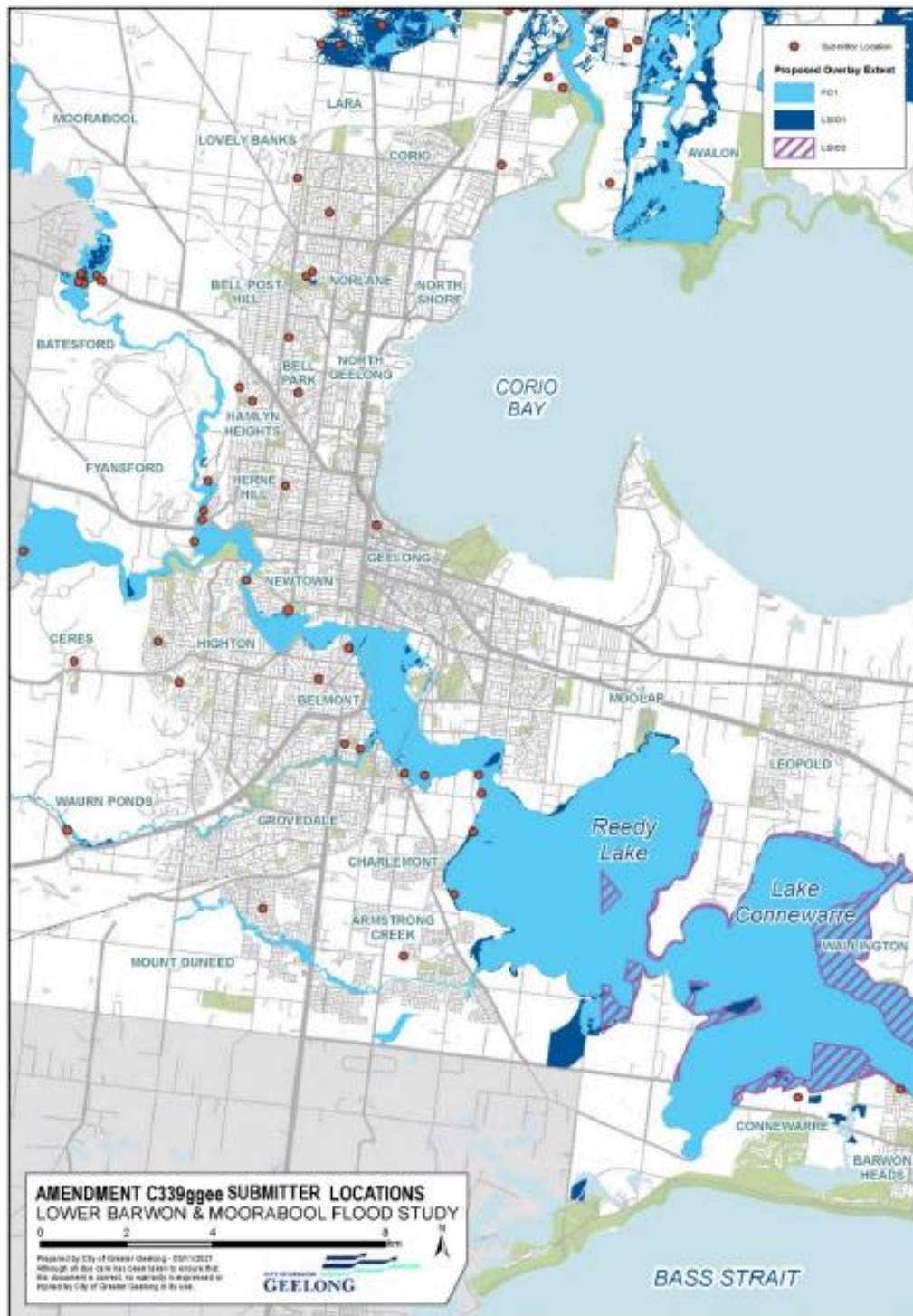
34. As a result of public exhibition a total of 561 submissions were received. Of these 535 submissions objected and 26 submissions either supported, did not object or provided comments only.
35. The vast majority of submissions were from the Lara Flood Study area and mainly related to the Special Building Overlay. A further breakdown of submissions is:

Key area of interest of submissions	No.
Lara Flood Study area	505
Lower Barwon /Moorabool Study area	40
LSIO2 (Sea level rise/coastal inundation)	3
Schedule changes to LSIO and FO	4
Government authority submissions	4
Location of area not specified	5
Total submissions	561

36. **Maps 1 and 2** (see following pages) show the geographic spread of submissions particularly in the areas affected by the Lara Flood Study and the Lower Barwon and Moorabool Flood Study areas. The majority of the Lara submissions were in response to the Special Building Overlay which affects several thousand properties in the urban part of Lara and is shown in green on Map 1.
37. **Attachment 2** provides a list of the 561 submitters and summarises key aspects including:
- Flood study;
 - Planning Controls; and
 - Themes
38. Submitter names have not been included in Attachment 2 where submitters have not consented to this information being published in the Council report. All submissions are public documents under the Planning and Environment Act and can be made available upon request.

Map 1 – Northern Map showing submitters in Lara Flood Study Area





Map

2 – Southern Map – submitters in Lower Barwon Moorabool Flood Study Area and southern part of Lara Flood Study

SUBMISSION THEMES AND CITY RESPONSE

39. The main issues raised in submissions can be grouped under the following themes:

- 1) No history of flooding

- 2) Need for improved drainage infrastructure
- 3) Land not considered flood prone due to topography
- 4) Recent development works / new housing estates
- 5) Challenges to validity of flood modelling
- 6) Impact on insurance
- 7) Impact on property values
- 8) Complex or site specific submissions
40. The above themes correlate to the themes in **Attachment 2**.
41. Other themes in the submissions include:
 - 9) Rezoning and belief that properties are being “flood zoned”
 - 10) Submissions relating to the flood prone designation
 - 11) Submissions relating to LSIO2 – Coastal Inundation
 - 12) Submissions relating to the new schedules for LSIO1 and FO1
 - 13) Government agency and traditional landowner submissions
42. A summary of each of the key themes raised by submitters and the City’s response is as follows:

Theme 1 - No history of flooding

43. Many submitters, particularly in the Lara area, have referred to previous flood events (such as the 1973 and 1988 floods) and stated that their properties did not flood then and hence aren’t flood prone.
44. Examples of the typical comments on this issue include statements such as these from submitter 182: “*Lived at current address for 23 years and lake down the road has never flooded my house*”, submitter 174: “*we have never flooded the whole time we have lived in Lara... that’s a mere going on 29 years*”.
45. Other submitters provide more specific and evidence based local knowledge such as submitter 64 at Fyansford: “*My property has approximately 1 acre of high ground which has never been flooded (even in the 1995 flood) with a 100 year old Victorian house that has never been flooded and 4 acres of floodplain that does flood... I wish my house and high ground to be included in the Area to be deleted from a Land Subject to Inundation Overlay.*”

City Response:

46. In relation to Lara it is well known and documented that the Lara township experiences flood events. As described in the *City’s Managing Flood Risks in Lara [Fact Sheet](#)* the relatively flat terrain makes the area susceptible to widespread, shallow stormwater flooding. Being positioned on the banks of Hovells Creek, the township is also at risk of riverine flooding. Significant flood events impacting parts of the Lara community were recorded in 1933, 1973, 1983, 1988, 1995, 2005 and 2010. Localised flooding has also impacted individual properties during this time. The most recently completed Lara Flood Study has improved our understanding of flood risk in the area. It is based on investigations into the catchments, detailed data analysis and modelling of different rainfall and storm scenarios.

47. Only a small number of submitters raised the theme of 'no history of flooding' in the Lower Barwon Moorabool River Flood Study area. The flood report states: *"The floodplains of the Barwon and Moorabool Rivers have faced significant riverine floods noted in 1852, 1880, 1909, 1951, 1978, 1995, 2001 and 2011. Fortunately given the long and frequent history of flooding along the Barwon and Moorabool Rivers much of the residential development through Geelong and the wider catchment is located outside of the areas know to be subject to flooding."*
48. Riverine flooding is generally better understood by the community and its history well documented compared to flooding from the stormwater drainage system that affects Lara (where extensive new areas of SBO are proposed).
49. The City relies on the flood studies that underpin the proposed overlay and zone maps rather than anecdotal evidence or comments that are difficult to verify and as such nor changes to the Amendment are recommended based on this theme in submissions.
50. It is also worth noting that the overlay maps (i.e. LSIO, FO and SBO) are based on a 1% Annual Exceedance Probability (AEP) as required by the State Government. AEP is a term which expresses the likelihood of a flood of a given size or larger occurring in a given year. 1% AEP means a flood has a one in 100 likelihood of occurring in any given year, the same as a 1 in a 100 year event. Reliable local knowledge of flood extents does not usually extend back 100 years.

Theme 2 - Need for improved drainage infrastructure

51. A common theme in submissions is that Council should invest in new or upgraded drainage infrastructure to prevent the risk of flooding rather than apply planning controls or designate areas as flood prone.
52. For instance submitter 6 from Lara states: *"I urge the council to reject this change, and invest in infrastructure to prevent the risk of flooding instead of passing the risk and burden to members of the municipality" and "I would like to see the council implement changes to the current drainage and flood prevention infrastructure, then reconduct the study with what should be a much smaller overlay"*.
53. Submitter 146 asks *"Is there a strategy to adequately upgrade the existing storm water piping throughout the township to mitigate the flood risk and to overall see a reduction in areas affected by flood and inundation in Lara?"*
54. Other submitters (such as submitter 8) attribute the cause of flooding to the subdivision and development that Council has allowed in Lara with what they consider to be inadequate drainage infrastructure. A similar sentiment is expressed by submitter 136 who states *"I believe this new amendment is being put in place due to the new housing developments that is taking place in Manzeene and Lara West and that proper foresight has not been given to the storm water drainage and run-offs that will occur if we do indeed have an unforeseen weather event"*.
55. Submitter 183 states *"If council did their job and grew towns appropriately it would have sufficient storm water systems in place to deal with any flooding should they occur. A town should not be give permits to grow without appropriate storm water system in place"*

City Response:

56. The City acknowledges that improvements can be made to the stormwater and drainage infrastructure in older urban flood prone areas. However, this is beyond the scope of the Amendment which is implementing only one aspect being the land use planning aspect of the flood studies. Land use planning is a cost effective way to reduce future impacts of flooding particularly by ensuring floor levels of new or replacement dwellings are above the flood level. By requiring a planning permit it also allows some consideration of flood issues prior to approving significant buildings and works (such as dwellings). As stated in the Victorian Flood Plan Management Strategy 2016 at p.14 *"There is an ongoing role for*

structural measures, such as levees, retarding basins, culverts and floodways, and the flood-proofing of existing houses. There is a bigger role however for non-structural measures such as land use planning (zones, overlays, freeboard requirements, set backs), flood insurance, flood warning systems, flood education and flood awareness initiatives (Figure 4)."

57. In relation to drainage improvements in Lara the *Managing Flood Risks in Lara Fact Sheet* states: "We will identify critical drainage assets in Lara and assign an appropriate regime of inspection and maintenance to them. We will also develop a detailed infrastructure management manual. As well as outlining inspection and maintenance regimes, it will also identify priority capital works for drainage infrastructure in the region.
58. The outcomes of Lara Flood Study and further investigations have helped us identified structural mitigation works that could be used to reduce flooding problems in several low-lying residential areas of Lara. Our investigations identified two projects below – each valued at over \$1 million – that could have some positive impact. Project B would rely on Project A to work effectively and reduce the flooding problems of the areas.
- Project A - Lipson Drive Pipe and Open Drain; and
 - Project B - Kyema Drive Two Pumps and Rising Mains.

Theme 3 - Land not considered flood prone due to topography

59. Several submitters questioned the flood prone designation of their property by reference to topography such as a property being on the side of a hill or in an area well clear of any creeks or rivers.
60. Examples of comments in relation to topography range from submitter 407: "Where we are specifically positioned is far from any such area to even be considered a flood risk" to submitter 405 who provides detailed comments such as "This map does not take into consideration that my property is both built up (sits approx 500mm above the road) and enjoys the convenience of vacant farm land directly opposite which adequately absorbs excess water during the heaviest of storms. Even with a 1% chance of severe flooding I strongly object to the suggestion that my property would end up inaccessible or under water."

City Response:

61. Land that is away from streams and rivers and land that is on a slope or a hillside can still be prone to flooding. This can be due to overland paths, sheet runoff and in the older established parts of the Lara urban area it can be due to the capacity of the stormwater system being exceeded in major rainfall events.
62. The flood maps are based on detailed flood studies which include (among other inputs) detailed contour mapping and modelling of flood events. The City relies on the mapping produced but will further review submissions where substantial evidence, site information or alternative modelling is provided.

Theme 4 - Recent development works

63. This theme includes new housing estates that have developed since the Lara and Lower Barwon Moorabool flood studies were undertaken and as such are considered by the submitters to be no longer flood prone. The theme also covers smaller scale site development or drainage works that landowners have undertaken or that they believe the flood studies have ignored or missed.
64. The newly developed estates in the Lara Flood Study area where submissions have been received include:

65. Manzeene Village Estate

66. A total of 17 submitters are from Manzeene Village to the west of Lara (submitters 12, 15, 63, 142, 157, 181, 198, 205, 230, 330, 341, 356, 448, 449, 457, 474, 552). They are concerned that flood overlays are proposed in a recently developed housing estate.

67. For example, submitter 12 states: *"The proposed special building overlay (SBO) extent has been derived through a course (sic), large scale flood study that has failed to reasonably reflect the fully developed conditions of the Manzeene Village subdivision"*.

68. Submitter 552 states: *"The Proposed Amendment C339ggee for the far-north corner of Manzeene Village requires new flood surveys to identify whether this area falls within the FO1, LSIO1 and/or SBO zones post-development of Manzeene Village. It is important to note that the far-north corner of Manzeene Village now includes waterways and drainage into Hovells Creek which has not been acknowledged in the Proposed Amendment C339ggee. In addition, the newly developed area now has guttering, sewer drainage, and all properties including my property, have been raised by over 1 meter above natural ground level. Of particular note, the waterways are deep and have been specifically designed for flooding events caused by excessive rain."*

69. Coridale Estate

70. Submitter 297 Mesh on behalf of Villawood Properties (the developer of Coridale estate in the Lara West Growth Area) submits that a number of its new stages of subdivision are not flood prone. It states it has *"provided Council with information that demonstrates no lots in Stage 1 to 5 inclusive are subject to flooding or inundation"* It states *"Noting no lots in Stage 1 to 5 inclusive are subject to flooding or inundation, the proposed application of the SBO to any of the properties identified.... would be inappropriate and not reflective of the current condition of the land which has previously been acknowledged by Council. In this respect, it is requested the SBO not be applied to any lots in Stage 1 to 5 of the Coridale"*.

71. Austin Estate

72. Submitter 468 Spiire on behalf of Austin Land Pty Ltd (the developer of Austin estate in the Lara West Growth Area) provides a detailed submission including: *"The Site (identified as Austin Lara) is currently being constructed in accordance with Planning Permit PP-356-2018/A and associated endorsed plans. Detailed design of the subdivision is based on the most-current flood data available and will cater for current mapped floodwaters and inundation to ensure that constructed lots are developable and flooding or inundation is well considered, consistent with the planning framework already in place to ensure this."*

73. *"Development of the subdivision is required to proceed in accordance with the planning conditions incorporated in PP-356-2018/A. As this is undertaken, the flood prone status (as defined in the Building Regulations 2018) of constructed stages will be revoked." We contest the need to impose any flood-related planning overlays on the Site or 295 Patullos given the planning framework already in place.... Accordingly, we submit that Amendment C339 should be revised to remove the LSIO1 and SBO from the Site and 295 Patullos"*.

74. Lara Views Estate

75. Cardno TGM on behalf of Lara developer L Bisinella Developments submits on a number of residential estates including Lara Views at 130 – 150 Forest Road South, Lara. The submission states: *"The Lara Flood Study does not appear to consider the developed condition of this land and does not explain why the SBO is proposed in areas where the land has been developed with finished floor levels that will ensure inundation cannot occur."* and *"The SBO mapping is inconsistent with the Stormwater Management Plan that has been approved by Council and subsequently implemented in respect of the Lara Views Estate"*.

76. Other Bisinella estates in Lara
77. Cardno TGM on behalf of Lara developer L Bisinella Developments also submits information on other residential estates including:
- Lara Lakes Estate
 - Applegum Estate
 - Lara Central Estate
78. The newly developed estates in the Lower Barwon and Moorabool Flood Study area where submission have been received include:
79. Fyansford Green
80. Submitter 269 from The Parade, Fyansford, and submitter 440 from Monier Way, Fyansford have all raised questions and concerns about the extent of the overlays in the area which is a relatively new housing estate next to the Moorabool River.
81. Heights Estate, Herne Hill
82. Submitter 434 from Salisbury Circuit, Fyansford and Submitter 78 Cardno TGM lodged an objection related to land known as the Heights Estate at 355 Church Street, Herne Hill. The Cardno TGM submission states: *On 19 August 2014 Planning permit PP-107-2012/A was issued for the subdivision of land at 355 Church Street, Herne Hill in accordance with endorsed plans which includes the area of land now proposed for a Flood Overlay. Since then the Heights Estate subdivision has now been completed. The planning permit for the subdivision of this land was supported by the Heights Development Flood Impact Assessment 2017 developed by BMT WBM. The Assessment determined that the subject land is not flood prone under development conditions.... We are therefore surprised to now see that part of this land is now deemed to be flood prone as determined by this amendment.*

City Response:

83. The situation with many of the abovementioned estates relates to timing of the flood studies compared to subdivision and development. That is, timing is such that development has occurred since the Lidar mapping (contour mapping) or flood modelling was undertaken for the flood studies. Therefore, the new ground levels that have been constructed as part of these new subdivisions appear not to have been captured by the flood studies.
84. In relation to Lara, the City proposes to undertake further investigation and review of the overlay maps proposed for the abovementioned estates and will prepare another report to Council on these and other complex submissions in early 2022.
85. In relation to Fyansford/Herne Hill, the City is aware that significant modelling was undertaken to inform both The Heights and Fyansford Green estates, with the developers having to construct additional flood storage to compensate for filling in the flood plain. All works in the floodplain have been assessed and approved by the CCMA. In relation to the Salisbury Circuit and Church St properties, the City has documentation under PP-1107-2012A relating to construction of a flood storage basin. From the aerial photo it looks like this has now been built, however the dates line up such that construction works occurred after the LiDAR survey for the flood study was captured (both circa 2017).
86. There are similar issues with Fyansford Green, where additional flood storage is being created on the west side of the river to compensate for filling. The affected stages were completed post-2017 or are in progress now, so earthworks were not captured in the Lower Barwon Moorabool Study.

87. There appears to be a good case for altering the exhibited flood overlay maps in this area to reflect the developed conditions. However, this needs to be confirmed with the CCMA as the floodplain manager. The City may also seek further advice from Water Technology, the consultants that prepared the flood study. The City will investigate this area further and advise the submitters prior to any future Panel hearing.

Theme 5 - Challenges to validity of flood modelling

88. A number of submitters question the flood modelling and flood studies that the overlay maps are based on.
89. Submitter 12 submits in relation to a newly developed estate at Lara: *"It is unreasonable for the City of Greater Geelong to use the Lara Flood study flood model, for the purpose of establishing SBO within the Manzeene Village subdivision for the following reasons: • The flood model fails to consider the fully developed conditions of the Manzeene Village subdivision, omitting key drainage infrastructure including new watercourses, detention basins and drainage systems..."*
90. Submitter 129, a consultant acting on behalf of a landowner at Avalon submits: *"We contend that the modelling undertaken for the site and the broader Avalon Catchment has not considered the site specific conditions of our clients land".* The submission also includes *"An independent inundation, flooding and drainage assessment completed by Rain Consulting, (on behalf of the landowner), outlines the various actions required to address these inaccuracies in order to increase the accuracy of the flood model".*
91. Submitter 286, MAB Corporation who owns land at Avalon proposed for development submits: *"From a preliminary review, there are inaccuracies in the flood studies which have informed the extent of the FO1 and LSIO1 proposed over the Land. There has been inadequate time to complete an independent assessment of the flood studies, therefore we reserve the right to have this analysis undertaken and make submissions on the accuracy of the technical information informing the Amendment".*

City Response:

92. The City considers that the two studies which have been questioned (the Lara Flood Study and Lower Barwon Moorabool River Flood Study) are soundly based pieces of work prepared by suitably qualified experts using best practice methods and technology.
93. While the timing is such that that the flood extent maps may no longer be accurate for some of the new residential estates which have been developed since the studies were undertaken (as per the example of Manzeene Estate in submission 12 above), this does not affect or undermine the balance of the flood studies or associated mapping.
94. The validity of the flood studies is further supported by the submission from the CCMA which states *"the Authority accept the methodologies, technical aspects and findings on which the Amendment is based".*
95. The City proposes to undertake further technical review and consideration of submissions where alternative or more detailed flood modelling and information has been provided (such as submitter 129 referred to above and information from residential developers at Lara).

Theme 6 - Impact on insurance

96. Several submissions identified the potential increase in insurance premiums or difficulty to obtain insurance coverage because of properties now being either designated as flood prone or within an overlays such as the SBO, LSIO or FO.

City Response:

97. Insurance premiums are likely to be based upon the latest available flood studies rather than Planning Scheme controls. The insurance industry has its own National Flood database where this information is obtained from.
98. Each insurance company has their own process for calculating their premiums, so submitters with concerns should speak directly with their insurance provider. Individual insurers decide what criteria they use to determine flood risk and calculate premiums. This may include historical flood information, claims history and building type.

Theme 7 - Impact on property values

99. Many submissions were received regarding the potential reduction in property values because of the overlay. Other submissions were received noting the potential impact on the future value, usability and resale of the property or other financial implications.

City Response:

100. As outlined in the "Frequently asked questions" documentation exhibited with this amendment: designation of an area as 'subject to inundation' does not cause or change the likelihood of flooding but recognises the existing condition of land and its potential to be inundated in storm tide events and when sea levels rise. The value of any property is determined by the complex interplay of many different factors such as location, streetscape and amenity, and it is difficult to assign what effect if any, the identification of land as liable to flooding may have on the value of a property.
101. Properties are not uniformly affected by flooding and this may depend upon the frequency or severity of flooding, any implications for development or redevelopment, historical flood events, etc.
102. In previous instances where an independent planning panel has been asked to consider and report on submissions opposing the application of a flooding overlay, the issue of property devaluation has been considered and rejected by the panel (Reference: [Stonington, 2018 Amendment C221 FAQs](#))
103. As stated in [Flood Victoria 2018](#) "*Most banks and lending institutions do not account for flood risks when assessing loan applications unless there is a very significant risk of flooding to the property*".
104. While the flood overlays are likely to require floor levels of new buildings to be constructed at a higher level than dwellings outside of an overlay, the construction costs associated with these requirements are unlikely to be of a significant amount to prohibit future development. It is noted that many properties in the proposed overlays are currently situated within Flood Prone Areas under the Building Regulations which require dwellings to be constructed at a higher level than dwellings outside of Flood Prone Areas.

Theme 8 - Complex / site specific submissions

105. Many submitters particularly in Lara raised specific concerns, provided specific information about their property or raised more complex issues than the more generic themes and objections.

City Response:

106. The City is confident it has properly considered or can further consider as part of the normal process of preparing for a Panel hearing the more complex submissions from the Lower Barwon Moorabool Study area.
107. However, there are a large number of submissions in Lara that require further investigation and technical review prior to being referred to a Panel. The submissions described earlier for new housing estates that have developed since the flood studies

also fall into this category and need more detailed technical review to ensure the application of the overlays is warranted for these particular properties.

108. A further report on the more complex and site specific submissions in the Lara Flood Study Area will be prepared and put to a future Council meeting.

Theme 9 – Rezoning of properties and belief that “flood zones” are being applied

109. Some submitters in Lara (e.g. Submitter 460) have requested a change in zone of their property typically from a Rural Living Zone to a Low Density Residential Zone. The zone changes are requested as the flood study has demonstrated that parts of these properties are no longer flood prone and hence the recommended zonings from the Lara Structure Plan are being requested
110. In addition, many submitters used the term “flood zone” or similar when objecting to the Amendment particularly in the Lara Flood Study Area.

City Response:

111. The requests for rezoning will be further investigated and responded to along with the other complex submissions in Lara.
112. In relation to the concerns of some submitters that they are being put into a “flood zone” on the most part this is not accurate. Almost all properties in the Amendment are subject to proposed planning scheme overlays and are not subject to any changes in zone.
113. Only a small number of properties in the Amendment at Lara are proposed for zoning changes and the majority of these are moving from the restrictive Urban Floodway Zone (UFZ) to the same zones as adjoining properties such as Rural Living Zone or Low Density Residential Zone. Instead of the UFZ the City is proposing to apply one of the three flood overlays available.

Theme 10 - Submissions relating to the flood prone designation

114. A total of 36 objecting submissions have been identified in the Lara Flood Study Area which are not affected by the Amendment and hence not subject to any zone changes or new flood overlays.

City Response:

115. It is likely that these submitters were notified of the land being designated under the Building Regulations several weeks before the public exhibition of the Amendment. The designation is separate process managed by Engineering Services and the maps used often cover a larger extent than planning overlay maps.
116. The City will notify these submitters that their properties are not affected by the Amendment.

Theme 11 - Submissions relating to LSIO2 – Coastal Inundation

117. The City has identified one objecting submission relating to the application of the LSIO2 around the fringes of Lake Connewarre and the Barwon River estuary. LSIO2 applies to properties affected by coastal inundation relating to future sea level rise. Submitter 227 from Sheepwash Road Barwon Heads is partially affected by the proposed LSIO2 and also LSIO1 which relates to riverine flooding.

City Response:

118. The City has reviewed this submission and no changes to the exhibited LSIO2 are recommended. The submitter will be provided with further maps showing the extent to which the overlay affects his property as requested in the submission.

Theme 12 - Submissions relating to the new schedules for LSIO1 and FO1

119. The amendment proposes to include a number of permit exemptions in the schedules to the Land Subject to Inundation Overlay (LSIO1) and Floodway Overlay (FO1).
120. Some submitters made comments on the LSIO and FO overlay maps that already affect their properties but these maps are not being changed by the Amendment, only the written part of the scheme – the overlay schedules.
121. One objection was received specifically to the schedule changes from submitter 219 a landowner on Barwon Heads Rd Connewarre who states: *“I do not support in any way the lifting of the need for planning permits on any of the areas reclassified as Land subject to inundation or flood overlay. The areas identified around my property all regularly have water on them and are all areas of examples of unique salt marsh vegetation and they support many species of birdlife, frogs, insects, reptiles and more. They are part of the fringes of Ramsar Wetland and act as a buffer for and are essential to, the health and wellbeing of the Ramsar Wetland. Any development of any kind will be a backwards step and erode the protection of this vital and dynamic section of land. Tighter planning rules need to be applied and enforces... C339ggee is in direct opposition to the Distinctive Areas Landscape project and that seems very odd to me....”*
122. The Department of Transport (submitter 123) suggests *“that the proposed Schedules to the FO and LSIO note within the section on Decision Guidelines that proposed development does not increase the risk of damage to infrastructure managed by the Department of Transport (DoT) and its Agencies and that supporting conditions to this effect also be included within standard Permit conditions”*.

City Response:

123. The City is generally satisfied that the new permit exemptions proposed in the LSIO1 and FO2 schedules strike a balance between appropriately controlling buildings and works in the floodplain and not having onerous permit requirements.
124. Submitter 219 does raise valid concerns about the environmental sensitivity of areas that are covered by flooding overlays which can include Ramsar wetlands as is the case with Lake Connewarre. The City will discuss these concerns further with the Corangamite Catchment Management Authority and review the permit exemptions prior to a future panel hearing that may be convened to consider submissions to the Amendment.
125. The City does not support the changes to the LSIO and FO schedules requested by the Department of Transport (DoT). It is not necessary or appropriate to specify that infrastructure managed by DoT and its agencies is protected any more than other infrastructure. Where relevant these issues would be picked up in planning permit assessments without the need for reference in the FO and LSIO schedules which are to apply across the municipality.

Theme 13 - Government agency and traditional landowner submissions

126. Submissions were received from government agencies and the traditional landowners / registered aboriginal party (RAP) as follows:
- Department of Transport (submitter 123);
 - Melbourne Water (submitter 321);
 - Wadawurrung Traditional Owners Aboriginal Corporation (submitter 514); and
 - Corangamite Catchment Management Authority (submitter 561).
127. Department of Transport seeks additions to the LSIO and FO schedules as described earlier in this report.

128. The Wadawurrung Traditional Owners Aboriginal Corporation supports the Amendment. In its role as the RAP the Wadawurrung responds to each aspect of the Amendment including comments to the effect that application of the three overlays (FO1, LSIO1, LSIO2 and SBO) *“still means that the identified properties may be still affected by an ‘Area of Cultural Heritage Sensitivity’ overlay and that the provisions of the Aboriginal Heritage Act 2006, and its Regulations 2018, may be applicable for land uses and or development applications.”*
129. Melbourne Water is the floodplain authority for the part of Greater Geelong west of Avalon and states it: *“has no concerns with the amendment as proposed, and can now provide our in-principle support to the amendment as drafted. Melbourne Water does not wish to be party to any subsequent panel hearing that may proceed.”*
130. The Corangamite Catchment Management Authority is supportive of the Amendment saying *“C339ggee which will update the flood overlays in the Barwon River floodplain, Lara (Hovells Creek) floodplain and coastal storm surge floodplains to the most up to date, best available information. As the Floodplain Management Authority for the region, the Authority will continue to respond to referrals and advice using the most up to date, best available information. The amendment proposes to incorporate that information into the scheme”.*

City Response:

131. The City welcomes the supportive submissions and comments from the abovementioned organisations particularly those of the Wathaurong and the two floodplain managers - Melbourne Water and the CCMA which recognise the importance of this work to better recognise and update flooding information into the planning scheme.

Attachment 2 - Theme based summary of submissions to Amendment C339gee

No.	Submitter				Flood Study				Planning Controls				Themes							
	Surname	First name	Suburb	Type	LARA	LOWER BROWN & MOORABOOL	LSIO2	Schedules	ZONES	FO1	LSIO1	SBO	1. No History of flooding	2. Drainage	3. Topography	4. Recent Development Works	5. Challenges Flood Modelling	6. Impact on insurance	7. Impact on property values	8. Complex needs investigation
1	Abbott	Christine	Lara	Objection	X						X	X	X						X	
2	Adams	Amber	Belmont	Objection		X			X								X			
3	Submitter	-	Lara	Objection	X						X							X	X	
4	Advanced Concrete and Construction	Marc Smith	Lara	Objection	X					X		X	X	X						
5	Submitter	-	Lara	Neutral	X						X									
6	Submitter	-	Lara	Objection	X						X		X					X		
7	Submitter	-	Melbourne	Neutral	X				X	X										
8	Submitter	-	Lara	Objection	X						X	X	X			X	X			
9	Anderson	Ron	Lara	Objection	X						X					X	X	X	X	
10	Submitter	-	Anakie	Objection	X				X	X				X						
11	Anic	Sue	Lara	Objection	X						X	X				X	X			
12	Submitter	-	Baulkham Hills	Objection	X						X					X	X			
13	Attard	Melissa-Jo	Lara	Objection	X												X	X	X	
14	Submitter	-	Laverton	Objection	X					X	X	X		X						
15	Auglo Pty Ltd	Matthew Bevan	Lara	Objection	X						X	X	X	X		X	X			
16	Avalon investments	David Hodge	South Melbourne	Objection	X				X	X		X								
17	Baars	Dione	Lara	Objection	X					X	X	X	X					X	X	
18	Baldasso	Stephanie	Lara	Objection	X						X	X					X			
19	Baldi	Tim	Lara	Objection	X						X						X		X	
20	Submitter	-	Lara	Objection	X						X	X								
21	Submitter	-	Lara	Objection	X							X				X				
22	Submitter	-	Lara	Objection	X						X				X					
23	Barrett	Henrica	Lara	Objection	X						X	X		X			X			
24	Submitter	-	Lara	Objection	X						X							X	X	
25	Submitter	-	Lara	Objection	X						X									X
26	Submitter	-	Lara	Objection	X						X		X			X		X	X	
27	Submitter	-	Lara	Objection	X						X	X	X			X		X	X	
28	Bate	Clayton	Avalon	Objection	X							X				X				X
29	Submitter	-	Lara	Objection	X															X
30	Submitter	-	Lara	Objection	X					X	X						X			X
31	Bedson	Tracey	Lara	Objection	X						X									X
32	Bee	Anne	Lara	Objection	X						X	X	X				X	X	X	
33	Beekmans	Jacobus	Lara	Neutral	X			X		X	X									X
34	Submitter	-	Lara	Objection	X						X		X			X				X
35	Bell	David	Lara	Objection	X						X		X							X
36	Submitter	-	Lara	Objection	X						X	X	X			X		X	X	
37	Submitter	-	Lara	Objection	X						X					X		X	X	
38	Benci	Christian	Lara	Objection	X						X	X					X	X	X	
39	Bennett	Lynda	Lara	Objection	X						X	X						X	X	
40	Bertram	Phil	Lara	Objection	X					X	X	X	X			X				X
41	Bertram	Sandra	Lara	Objection	X					X	X	X	X			X		X	X	
42	Betancur Vasquez	Jaime Andres	Lara	Objection	X						X	X						X	X	
43	Submitter	-	Lara	Objection	X													X	X	
44	Beveridge Williams	Bernard Collins	Malvern	Objection	X*			X		X	X									X
45	Bianchi	Daniel	Anakie	Objection	X					X		X	X							
46	Bilogrevic	Bernadette	Lara	Objection	X					X				X		X				

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Submitter					Flood Study				Planning Controls				Themes							
No.	Surname	First name	Suburb	Type	LARA	LOWER BAROWN & MOORABOOL	LSIO2	Schedules	ZONES	FO1	LSIO1	SBO	1. No History of flooding	2. Drainage	3. Topography	4. Recent Development Works	5. Challenges	6. Impact on insurance	7. Impact on property values	8. Complex needs investigation
47	Bird	Nigel	Lara	Objection	X						X		X	X				X	X	
48	Blair	Daryl	Lara	SUPPORTS	X				X		X									X
49	Submitter	-	Lara	SUPPORTS	X				X		X									
50	Blick	Katherine	Lara	Objection	X							X		X				X		
51	Submitter	-	Geelong	Objection		X				X	X						X	X		
52	Boothroyd	Jesse	Lara	Objection	X							X	X	X				X		
53	Boothroyd	Daniela	Lara	Objection	X							X	X	X				X		
54	Bourke	Sharon	Lara	Objection	X															
55	Bourke	Jodie	Lara	Objection	X							X	X	X						
56	Submitter	-	Lara	Objection	X							X					X			
57	Bouvier	Lynette	Lara	Objection	X													X	X	
58	Submitter	-	Lara	Objection	X							X	X	X	X		X	X	X	
59	Bradley	Aaron	Batesford	Objection		X				X								X	X	
60	Bradley	Justine	Batesford	Objection		X				X							X	X	X	
61	Brady	Karena	Lara	Objection	X								X	X		X	X	X	X	
62	Submitter	-	Lara	Objection	X							X	X	X	X	X	X			
63	Brailsford	Roy	Lara	Objection	X							X			X	X				
64	Brandt	Conrad	Fyansford	Objection		X				X			X		X			X	X	
65	Submitter	-	Little River? Lara	Objection	X							X	X		X	X	X	X	X	
66	Submitter	-		Objection	X					X	X		X				X			
67	Submitter	-	Lara	Objection	X								X		X		X			
68	Submitter	-	Lara	Objection	X							X	X			X		X	X	
69	Buckley	Greg	Lara	Objection	X							X	X		X					
70	Buratto	Fulvio	Lara	Objection	X							X						X	X	
71	Submitter	-	Lara	Objection	X							X					X			
72	Submitter	-	Lara	Objection	X							X	X	X	X					
73	Submitter	-	St Albans	Objection	X								X							
74	Cahir	Kay	Lara	Objection	X							X	X					X		
75	Calvert	Graeme & Christine	Lara	Objection	X					X	X		X				X			
76	Campbell	Tim and Margot	Lara	Objection	X									X			X			
77	Candy	Natalie	Lara	Objection	X									X		X				
78	Cardno TGM	Chris Marshall	Geelong	Objection		X										X				X
79	Submitter	-	Lara	Objection	X							X	X	X		X		X	X	
80	Submitter	-	Lara	Objection	X							X		X				X	X	
81	Carter	Rob	Lara	Objection	X							X	X			X		X	X	
82	Cassidy	Nicola	Lara	Objection	X							X	X	X		X		X	X	
83	Submitter	-	Lara	Objection	X							X				X				
84	Cattlin	Scott	Lara	Objection	X								X		X					
85	Cattlin	Janet	Lara	Objection	X								X		X					
86	Submitter	-	Charlemont	Objection		X				X	X				X	X				
87	Submitter	-	Lara	Objection	X							X	X		X		X	X	X	
88	Submitter	-	Lara	Objection	X							X	X				X	X	X	
89	Submitter	-	Lara	Objection	X							X								
90	Chapman	Jaime-Lee	Lara	Objection	X							X	X	X	X	X		X	X	
91	Charlesworth	John	Templestowe	Objection	X						X		X				X			X
92	Submitter	-	Lara	Objection	X					X	X				X	X				X
93	Chua	Lloyd	Lara	Objection	X							X			X		X			
94	Cicala	Kiara	Lara	Objection	X								X	X		X		X	X	

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95	Submitter	-	Lara	Objection	X							X	X				X			
96	Submitter	-	Lara	Objection	X							X	X				X			
97	Clark	Ben	Lara	Objection	X							X		X			X	X	X	
98	Submitter	-	Lara	Objection	X							X		X			X	X	X	
99	Clayton	Jody	Lara	Objection	X									X			X	X	X	
100	Clayton	Anne	Avalon	Objection	X								X	X						
101	Submitter	-	Lara	Objection	X							X			X		X			
102	Submitter	-	Lovely Bank	Objection	X								X	X	X	X				
103	Submitter	-	Lara	Objection	X							X		X		X				
104	Submitter	-	Belmont	Objection		X								X	X					
105	Collins	Elizabeth	Lara	Objection	X							X	X				X	X		
106	Submitter	-	Lara	Objection	X							X			X	X				
107	Connor	Stephen	Anakie	Objection	X				X	X		X	X				X			
108	Submitter	-	Lara	Objection	X							X	X	X		X		X	X	
109	Connor	Danielle	Lara	Objection	X							X		X						
110	Cook	Dane	Lara	Objection	X							X		X		X		X		
111	Cook	Elizabeth	Lara	Objection	X							X	X		X		X			
112	Correia	Helen	Lara	Objection	X					X		X	X	X		X				
113	Submitter	-	Lara	Objection	X							X		X		X			X	
114	Crane	Robert	Avalon	Objection	X						X		X	X						
115	Cummins	Elizabeth	Lara	Objection	X							X	X		X		X			
116	Dando	Amanda	Lara	Objection	X							X	X				X	X	X	
117	Submitter	-	Spotswood	Objection	X				X	X		X					X			X
118	Submitter	-	Lara	Objection	X							X	X				X			
119	Day	Graham and Lillian	Lara	Objection	X				X	X		X	X					X		
120	Submitter	-	Lara	Objection	X						X			X		X	X			
121	Dean	Leslie	Lara	Objection	X								X	X		X		X	X	
122	Delaney	Mary	Lara	Objection	X							X	X	X		X	X	X		
123	Department of Transport	Nikit Nain	Geelong	Objection			X													X
124	Devlin	Linda	Charlemont	Supports		X			X	X					X					
125	Dhawan	Puja	Lara	Objection	X						X									
126	Submitter	-	Lara	Objection	X							X					X			X
127	Submitter	-	Lara	Objection	X							X		X		X		X	X	
128	Dole	Paul & Donna	Lara	Objection	X							X	X			X	X	X	X	
129	Dominion Property Group	Richard Strates	Melbourne	Objection	X						X			X			X		X	X
130	Donaldson	Greg	Lara	Objection	X									X	X	X				
131	Douglas	Rhonda	Lara	Objection	X								X	X				X	X	
132	Submitter	-	Lara	Objection	X							X			X					
133	Submitter	-	Lara	Objection	X								X					X		
134	Submitter	-	LARA	Objection	X							X		X		X		X	X	
135	Dutson	Rachel & Neil	Lara	Objection	X							X	X	X		X				
136	Eastway	Tammy	Lara	Objection	X							X	X	X		X		X	X	
137	Eddy	Deborah	Lara	Objection	X					X					X					
138	Edge	William	Batesford	Objection		X			X	X						X		X	X	X
139	Edge	Ann	Batesford	Objection		X			X	X					X	X		X	X	X

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Submitter					Flood Study				Planning Controls				Themes							
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140	Submitter	-	Werribee	Objection	X						X		X	X	X					
141	Submitter	-	Lar	Objection	X							X		X		X				
142	Elliott	Tara	Lara	Objection	X								X			X				X
143	Submitter	-	Lara	Objection	X							X	X	X				X	X	
144	Endrei	Vicki	Lara	Objection	X							X	X							
145	Esteves	Maria	Corio	Objection	X				X	X						X				
146	Esteves	Lucinda	Lara	Objection	X							X	X	X		X	X	X	X	
147	Submitter	-	St Albans Park	Objection		X			X	X					X					X
148	Fagliarone	Mathew	Lara	Objection	X							X	X	X	X			X	X	
149	Submitter	-	Avalon	Objection	X							X		X						
150	Submitter	-	Lara	Objection	X							X		X						
151	Submitter	-	Avalon	Objection	X							X	X	X						
152	Submitter	-	Geelong	Objection		X			X	X			X		X	X		X	X	
153	Submitter	-	Lara	Objection	X								X	X			X			
154	FibreFab	Anthony Hill	LARA	Supports	X							X		X						
155	Filippi	Verdiana	Fawkner	Objection	X							X		X	X			X	X	
156	Fiorillo	Kristie	Lara	Objection	X							X	X	X	X	X	X	X	X	
157	Fisher	Martin	Lara	Objection	X							X		X	X	X	X	X	X	
158	Flack	Candice	Lara	Objection	X							X	X	X		X				
159	Flanagan	Robert	Lara	Objection	X							X					X	X	X	
160	Foks	Elizabeth	Lara	Objection	X							X	X	X				X	X	
161	Submitter	-	Lara	Objection	X							X	X							
162	Foreman	Maryanne	Lara	Objection	X							X	X		X	X		X	X	
163	Submitter	-	Lovely Banks	Objection	X				X	X			X				X			
164	Free	Justin	Lara	Objection	X							X								X
165	Submitter	-	Lara	Objection	X								X			X		X	X	
166	Friars	Mick	Lara	Objection	X								X				X			
167	Fulton & Thompson	Barry & Judith Fulton and John & Barbara Thompson	Lara	Objection	X							X	X	X	X	X	X			X
168	Submitter	-	Lara	Objection	X					X	X		X				X		X	
169	Submitter	-	Lara	Objection	X							X	X	X		X	X	X	X	
170	Gauci	Sam	Lara	Objection	X							X							X	
171	Submitter	-	Lara	Objection	X					X	X	X								
172	Geelong Grammar School	Bronwen Charleson	Corio	Objection	X				X	X										
173	Georgievski	Dita	Lara	Objection	X									X		X		X	X	
174	Gieschen	Danielle	Lara	Objection	X							X	X	X	X	X	X	X	X	
175	Submitter	-	Lara	Objection	X							X					X	X		
176	Giles	Desmond	Lara	Objection	X							X		X						
177	Submitter	-	Anakie	Objection	X				X	X				X	X	X	X			X
178	Submitter	-	Lara Lake	Objection	X							X					X	X		
179	Gilmore	Kerry	Lara	Objection	X							X				X	X	X	X	X
180	Giurfo	Catriona	Lara	Objection	X					X		X	X		X		X	X	X	
181	Godfrey	Bryan	Lara	Objection	X							X		X	X	X				
182	Submitter	-	Lara	Objection	X							X		X		X				
183	Submitter	-	Lara	Objection	X							X	X	X		X	X	X	X	
184	Submitter	-	Lara	Objection	X						X			X	X		X	X		X

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185	Green	Kevin	Lara	Objection	X							X	X	X				X	X	
186	Grellet	Martina	Lara	Objection	X							X	X	X			X			
187	Greville	Marcus	Batesford	Objection		X				X	X				X		X	X	X	
188	Submitter	-	Lara	Objection	X							X		X		X		X		
189	Submitter	-	Mount Duneed	Objection		X														
190	Griffiths	Meg	Mt Duneed	Objection		X													X	
191	Submitter	-	Lara	Objection	X							X						X	X	
192	Grzybek	Kylie and Paul	Lara	Objection	X							X		X		X				
193	Gunasekaran	Mythili	Lara	Objection	X							X		X						X
194	Submitter	-	Lara	Objection	X							X	X	X		X		X	X	X
195	Habib	Stephen	Lara	Objection	X							X		X		X		X	X	
196	Submitter	-	Lara	Objection	X							X					X	X	X	
197	Halford	Gordon	Lara	Objection	X							X	X		X		X			
198	Submitter	-	Lara	Objection	X							X				X	X			X
199	Hamilton	Bridie	Lara	Objection	X							X	X	X				X	X	
200	Hardwick	Leanne	Lara	Objection	X							X	X					X		
201	Hardy	Rosalind	Lara Lake	Objection	X							X		X			X	X	X	
202	Submitter	-	Charlemont	Objection		X				X	X					X				
203	Submitter	-	Lara	Objection	X							X	X							
204	Submitter	-	Lara	Objection	X							X								
205	Harvey	Seth	Norlane	Objection	X					X	X					X				
206	Submitter	-	Lara	Objection	X							X						X	X	
207	Submitter	-	Lara	Objection	X							X			X		X			
208	Submitter	-	Lara	Objection	X							X			X		X	X		
209	Hayman	Lisa	Lara	Objection	X							X	X				X			
210	Submitter	-	Lara	Objection	X							X								
211	Henderson	Craig	Lara	Objection	X							X	X		X		X		X	
212	Henderson	Rosemary	Lara	Objection	X							X	X		X					
213	Submitter	-	Lara	Objection	X							X								X
214	Submitter	-	Bell Park	Objection														X	X	
215	Submitter	-	LARA	Objection	X							X	X	X		X		X	X	
216	Hoareau	Marianne	Longford	Objection	X							X		X			X	X		X
217	Submitter	-	Brunswick East	Acceptance	X															
218	Submitter	-	Lara	Objection	X							X		X				X	X	
219	Submitter	-	Connewarre	Objection			X			X	X									X
220	Hoe	Kelly	Lara	Objection	X							X	X	X	X	X		X	X	
221	Hogan	Virginia	Lara	Objection	X							X	X		X		X	X	X	
222	Hogan	Elisha	Lara	Objection	X							X	X	X	X			X	X	
223	Holden	Meg	Lara	Objection	X							X	X	X	X			X	X	
224	Holden	Andrew	Lara	Objection	X							X	X	X				X	X	
225	Submitter	-	Lara	Objection	X							X								X
226	Holland	James	Robinvale	Objection	X							X		X		X				X
227	Hollingsworth	Frank	Barwon Heads	Objection			X					X				X				
228	Holt	Mary Ann and Tim	Winchelsea	Objection	X					X	X			X	X					X
229	Submitter	-	Lara	Objection	X					X	X						X			X
230	Hora	Yvonne	Lara	Objection	X					X						X	X	X	X	X
231	Horvat	Rudy	Lara	Objection	X							X	X	X		X				

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232	Submitter	-	Lara	Objection	X							X	X	X	X	X	X	X	X	
233	Houston	Scott	Lara	Objection	X							X			X	X	X			X
234	Submitter	-	Lara	Objection	X							X								
235	Submitter	-	Lara	Objection	X													X	X	
236	Submitter	-	Lara	Objection	X							X	X	X		X		X	X	
237	Submitter	-	Lara	Objection	X							X	X	X		X		X	X	
238	Hunter	Elizabeth	Lara	Objection	X							X	X		X		X			
239	Hutchings	Jason	Lara	Objection	X							X		X			X	X	X	
240	Hyder	Barry	Lara	Objection	X							X	X	X		X	X	X	X	
241	Iliopoulos	Ashlee	Lara	Objection	X							X	X	X		X		X	X	
242	Submitter	-	Lara	Objection	X							X	X				X			
243	Submitter	-	Lara	Objection	X							X	X						X	
244	James	Emma	Lara	Objection	X							X	X					X	X	
245	Jeffery	Paul	Lara	Objection	X							X	X							
246	Jeffery	Donna	Lara	Objection	X							X	X	X		X		X		
247	Jelbart	David	Lara	Objection	X							X		X						
248	Submitter	-	Lara	Objection	X							X	X	X		X				
249	Jewell	Ben	Lara	Objection	X							X	X	X		X		X		
250	Submitter	-	Lara	Objection	X							X		X				X	X	
251	Johns	Malcolm	Waurm Ponds	Objection		X			X	X			X						X	
252	Submitter	-	Charlemont	Acceptance		X			X	X										
253	Submitter	-	Seabrook	Objection	X											X	X			
254	Submitter	-	Lara	Objection	X					X					X		X			
255	Kaulgud	Navneet	Lara	Objection	X					X			X					X	X	
256	Submitter	-	LARA	Objection	X							X			X	X				
257	Submitter	-	Lara	Objection	X							X	X				X			
258	Submitter	-	Lara	Objection	X				X	X										X
259	Kennedy	Renee and Declan	Lara	Objection	X							X		X				X	X	
260	Khallouf	Alex	Lara	Objection	X											X		X	X	
261	Kieser	Hugh Degaris	Lara	Objection	X							X		X						X
262	Submitter	-	Lara	Objection	X							X					X			X
263	Kitanoski	Morgan	Lara	Objection	X					X										X
264	Knabel	Darren	Lara	Objection	X							X		X		X				
265	Knight	Catherine	Belmont	Objection		X			X	X				X						X
266	Konstadinopoulos	Vasilios and Tasia	Hamlyn Heights	Objection		X														
267	Konstadinopoulos	Chris	Lara	Objection	X									X				X	X	
268	Kruger	Mitchell	Lara	Objection	X							X		X		X		X	X	
269	KVA Design	Kane and Denise Airey	Fyansford	Objection		X			X	X				X		X				
270	Submitter	-	Manifold Heights	Objection	X							X	X							
271	Submitter	-	Lara	Objection	X							X	X		X					
272	Lee	Jen	Lara	Objection	X							X	X	X				X	X	
273	Lendlease	Stuart Ikin	Lara	Objection	X					X										
274	Lewis	Hayden	Lara	Objection	X							X								
275	Submitter	-	Lara	Objection	X							X				X	X			
276	Submitter	-	Lara	Objection	X									X		X		X	X	
277	Lin	Wei	Blackburn	Objection						X									X	
278	Lovadina	Nick	Lara	Objection	X							X		X	X		X			

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No.	Submitter				Flood Study				Planning Controls				Themes							
	Surname	First name	Suburb	Type	LARA	LOWER BROWN & MOORABOOL	LSIO2	Schedules	ZONES	FO1	LSIO1	SBO	1. No History of flooding	2. Drainage	3. Topography	4. Recent Development Works	5. Challenges Flood Modelling	6. Impact on insurance	7. Impact on property values	8. Complex needs investigation
279	Little Lambs Playgroup Lara	Matthew and Chelsea Bevan	Lara	Objection	X						X	X		X		X			X	X
280	Lordanic	Thomas	Lara	Objection	X							X		X						
281	Submitter	-	Ceres	Objection	X							X	X					X	X	
282	Submitter	-	Lara	Objection	X							X				X		X	X	
283	Submitter	-	Burnley	SUPPORTS	X															X
284	Submitter	-	Lara	Objection	X							X	X							
285	Luttrell Thinking P/L	Darryl Luttrell	Lara	Objection	X							X	X				X			
286	MAB Corporation	Matthew Planner	Melbourne	Objection	X				X	X							X			X
287	Submitter	-	Lara	Objection	X							X		X	X	X				X
288	Maczyszyn	Andre	Lara	Objection	X							X		X	X	X		X	X	X
289	Maguire	Glenn	Lara	Objection	X							X		X	X					X
290	Submitter	-	Lara	Objection	X							X		X		X				
291	Malesza	Edward	Lara	Objection	X							X	X	X						
292	Submitter	-	Lara	Objection	X							X			X					X
293	Marinoff	Anthony	Lara	Objection	X															
294	Submitter	-	Lara	Objection	X				X	X										X
295	Markovski	Martin	Lara	Objection	X						X					X				X
296	Marshall	Chris	Geelong	Objection	X							X				X				X
297	Submitter	-	South Melbourne	Objection	X				X	X	X					X				X
298	Martin	John	Lara	SUPPORTS	X			X							X					X
299	Matthews	Brian and Sarah	Anakie Vic	Objection	X						X				X		X			X
300	Matthews	Catherine	Lara	Support	X							X	X	X		X	X			X
301	Maxwell C/- Context Planning Pty Ltd	Nathan Maxwell & Harley Maxwell	Torquay	Support	X							X								X
302	Mazonetto	Di	Lara	Objection	X							X						X	X	
303	McCann	Gregor	Ceres	Objection		X			X	X										
304	McCarthy	Sandra & Paul	Lara	Objection	X				X	X			X		X		X			
305	McConachy	Tracey	Lara	Objection	X							X	X	X		X	X	X	X	
306	McConnell	Wayne	Hamlyn Heights	Objection	X							X	X	X		X	X	X	X	
307	McConnell	John	Lara	Objection	X							X	X	X				X		
308	McEvoy	Karina	Lara	Objection	X				X	X				X		X	X	X		X
309	McEvoy	Adrian	Lara	Objection	X				X	X			X	X		X	X	X	X	
310	Submitter	-	Lara	Objection	X							X	X	X		X		X	X	
311	Submitter	-	Lara	Objection	X							X	X					X	X	
312	McKane	Elisa	Lara	Objection	X							X	X					X		
313	Submitter	-	Lara	Objection	X							X	X					X	X	
314	Mckiernan	Donna	Lara	Objection	X							X	X		X	X				
315	Submitter	-	Lara	Objection	X							X	X	X	X		X			X
316	Submitter	-	Lara	Objection	X							X								
317	Submitter	-	Lara	Objection	X							X	X							
318	Submitter	-	Lara	Objection	X							X	X	X	X	X	X			
319	Submitter	-	Lara	Objection	X							X	X					X		
320	Submitter	-	Lara	Objection	X							X		X						
321	Melbourne Water	-	Melbourne	Support																X
322	Submitter	-	Lara	Objection	X							X	X			X	X	X	X	X

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Submitter					Flood Study				Planning Controls				Themes								
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323	Submitter	-	Lara	Objection	X							X	X								
324	Middleton	Darren	Lara	Objection	X							X	X								
325	Submitter	-	Lara	Objection	X							X	X							X	
326	Submitter	-	Lara	Objection	X							X	X		X				X	X	
327	Mitchell	Celeste	Lara	Objection	X						X		X			X	X		X	X	
328	Mladenovic	Dragan	Hoppers Crossing	Objection	X							X	X			X	X		X	X	X
329	Molenaar	Mitchel	Lara	Objection	X							X	X								
330	Montgomery	Toby	Lara	Objection	X							X				X	X				X
331	Moore	Julie	Lara	Objection	X							X			X	X					X
332	Moore	Laurence	Batesford	Objection		X			X	X									X	X	
333	Moresco	Marcelle	Lara	Objection	X							X	X	X		X			X	X	
334	Submitter	-	Lara	Objection	X							X									X
335	Muir	Jodi	Lara	Objection	X														X	X	
336	Submitter	-	Lara	Objection	X							X	X	X	X	X	X				
337	Submitter	-	Lara	Objection	X							X	X	X		X			X	X	
338	Mummery	Rebecca	Lara	Objection	X							X	X	X		X			X	X	
339	Murphy	Kieran	Lara	Objection	X							X		X					X	X	
340	Murray	Mary	Lara	Objection	X							X		X							
341	Myles	Cameron	Point Cook	Objection	X											X				X	
342	Submitter	-	Lara	Objection	X							X		X							
343	Submitter	-	lara	Objection	X					X	X		X								
344	Nautiyal	Ashwani	Lara	Objection	X						X										
345	Submitter	-	Charlemont	Comment		X			X	X											
346	Neale	Jacque	lara	Objection	X							X							X	X	
347	Submitter	-	Lara	Objection	X						X		X								
348	Newcombe	Rebecca	Lara	Objection	X					X		X	X	X					X	X	
349	Submitter	-	Lara	Objection	X							X	X								
350	Nguyen	Henry	Point Cook	Comment																	
351	Submitter	-	Lara	Objection	X							X	X								
352	Nichols	Grant	Lara	Objection	X							X					X		X	X	
353	Nielson	Narelle	lara	Objection	X							X	X	X		X			X	X	
354	Nieuwenhuis	Jamie & Marianne	Lara	Objection	X							X	X		X	X			X	X	
355	Submitter	-	Batesford	Objection		X			X	X										X	
356	Submitter	-	Lara	Objection	X							X				X					X
357	Norman	Maddy	Lara	Comment	X							X									
358	NovoPlanning Pty Ltd	Kirsten Kilpatrick	Newtown	Objection		X															X
359	O'Connor	Anissa	Lara	Objection	X							X		X		X			X	X	
360	Submitter	-	Lara	Objection	X								X	X		X					
361	Submitter	-	Lara	Objection	X							X		X	X	X			X		
362	Submitter	-	Lara	Objection	X							X		X							
363	O'Halloran	Chris	Lara	Objection	X																
364	Ollis	Judy	Batesford	Objection		X							X						X		
365	Submitter	-	Lara	Objection	X							X	X		X						X
366	Submitter	-	Lara	Objection	X						X		X						X	X	
367	Paatsch	Maria	Lara	Objection	X							X			X		X				X
368	Palmer	Alistair	Belmont	Objection		X			X	X					X	X	X				X
369	Submitter	-	Point Lonsdale	Objection			X														
370	Park	Anne-Marie	Lara	Objection	X									X	X		X				

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371	Submitter	-	Lara	Objection	X							X	X	X		X		X	X	X	
372	Parrot	Jennifer	Belmont	Objection		X					X								X	X	X
373	Submitter	-	Lara	Objection	X							X	X	X							
374	Submitter	-	Lara	Objection	X							X	X								
375	Paterson	Christine	Lara	Objection	X							X	X								
376	Submitter	-	Lara	Objection	X								X								
377	Submitter	-	Lara	Objection	X						X			X		X					
378	Submitter	-	Lara	Objection	X																
379	Submitter	-	Lara	Objection	X							X				X		X	X		
380	Submitter	-	Lara	Objection	X						X	X		X		X					
381	Peters	Emma	Lara	Objection	X							X	X	X		X		X	X		
382	Submitter	-	Lara	Objection	X							X	X		X		X				
383	Submitter	-	Little River	Objection	X				X	X											
384	Submitter	-	Little River	Objection	X				X	X							X				
385	Phelps	John	Lara	Objection	X						X	X			X	X	X				X
386	Pivot Homes	Austin Swain	Torquay	Objection				X													
387	Pocock	Anthony	Lara	Objection	X							X	X		X			X	X		
388	Submitter	-	Lara	Objection	X							X	X	X		X					
389	Submitter	-	Lara	Objection	X							X	X					X			
390	Posilovic	Frank	Lara	Objection	X							X	X		X						X
391	Submitter	-	Lara	Objection	X							X	X	X	X			X	X		
392	Submitter	-	Lara	Objection	X							X	X	X		X		X	X		
393	Submitter	-	Lara	Objection	X																
394	Submitter	-	Lara	Objection	X						X		X								
395	Submitter	-	Lara	Objection	X								X				X				
396	Submitter	-	Lara	Objection	X				X	X							X				
397	Submitter	-	Bell Park	Objection	X								X	X	X	X					X
398	Randall	Rod	Lara	Objection	X												X				
399	Rankin	Bradley	Lara	Objection	X							X		X							
400	Submitter	-	Lara	Objection	X									X		X		X			
401	Rea	Gill	Lara	Objection	X							X	X		X	X	X	X	X		
402	Reader	Geoff	LARA	Objection	X							X	X	X	X	X					
403	Rees	Daniel	Lara	Objection	X								X		X	X					
404	Rees	Patricia	Lara	Objection	X							X	X		X						
405	Submitter	-	Lara	Objection	X							X		X	X		X				X
406	Submitter	-	Lara	Objection	X							X	X	X		X		X	X		
407	Ridgeway	Tina	Lara	Objection	X							X		X	X			X	X		
408	Submitter	-	Lara	Objection	X								X	X	X			X	X	X	
409	Submitter	-	Lara	Objection	X							X	X		X			X			
410	Submitter	-	Wandana Heights	Objection	X							X			X		X				X
411	Roberts	Jason	Lara	Objection	X							X	X	X		X		X			
412	Roberts	Graeme Rosemary	Lara	Objection	X							X			X			X	X		
413	Submitter	-	Lara	Objection	X							X	X	X							
414	Robins	Jeanette	Lara	Objection	X							X	X		X			X	X		
415	Submitter	-	Lara	Objection	X							X	X		X	X		X	X		
416	Rock	Gerry	Lara	Objection	X							X	X					X			
417	Rogan	Debbie	Lara	Objection	X						X	X			X						X

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418	Submitter	-	Norlane	Objection				X			X			X		X				
419	Roseburgh	Alasdair	Newtown	Objection	X							X		X		X	X			X
420	Ross	Olivia	Lara	Objection	X							X					X			X
421	Roughley	Kellie	Lara	Objection	X							X					X		X	
422	Submitter	-	Lara	Objection	X							X		X	X	X	X	X	X	X
423	Submitter	-	Lara	Objection	X								X		X			X	X	
424	Rutherford	David	Lara	Objection	X							X						X		
425	Submitter	-	Lara	Objection	X							X	X							
426	Submitter	-	Lara	Objection	X							X			X			X		
427	Salcombe	Jennifer	Lara	Objection	X							X		X				X		
428	Sammy	Andrew	Lara	Objection	X							X		X	X		X			X
429	Submitter	-	Lara	Objection	X							X	X	X		X		X	X	
430	Sanders	Marty	Lara	Objection	X							X	X	X	X	X	X			X
431	Sandford	Daryl	Lara	Objection	X							X		X						
432	Sang	Leoni	Lara	Objection	X								X	X		X				
433	Submitter	-	Lara	Objection	X							X		X		X				
434	Sawyer	David	Fyansford	Objection		X			X	X							X	X	X	
435	Sawyer	Jackie	Lara	Objection	X							X	X		X	X		X	X	X
436	Scacco	Sam and Helen	Lara	Objection	X							X	X					X	X	
437	Submitter	-	Lara	Objection	X								X	X				X	X	
438	Submitter	-	Lara	Objection	X									X						
439	Submitter	-	Lara	Objection	X					X	X		X	X	X		X		X	
440	Schulz	Colin & Lorraine	Fyansford	Objection		X				X					X		X	X		
441	Scott	Gaye	Lara	Objection	X							X		X						
442	Submitter	-	Freshwater Creek	Objection				X		X					X	X	X			X
443	Sedgman	Lauren	Anakie	Objection	X						X			X	X		X		X	X
444	Submitter	-	Lara	Objection	X							X		X	X		X			
445	Seguna	Michelle	Lara	Objection	X							X	X	X				X	X	
446	Submitter	-	Lara	Objection	X							X					X	X		
447	Severyn	Luke	Lara	Objection	X															
448	Sharma	Lily	Lara	Objection	X					X						X				X
449	Sharma	Anil	Lara	Objection	X					X						X				X
450	Submitter	-	Lara	Objection	X								X	X				X	X	
451	Shewan	Darren	Lara	Objection	X								X		X					
452	Submitter	-	Batesford	Objection		X					X				X					
453	Silaev	Rubylea	Lara	Objection	X							X	X	X		X				
454	Sims	Justin	Lara	Objection	X							X	X			X				
455	Sincock Planning	Paul & Russell Malishev	Geelong	Objection		X				X	X				X	X				X
456	Singh	Rup	Lara	Objection	X							X	X	X		X	X			
457	Submitter	-	Pascoe Vale South	Objection	X						X					X				X
458	Submitter	-	Lara	Objection	X							X		X			X	X	X	
459	Smith	Shawny	Lara	Objection	X							X		X						
460	Submitter	-	Lara	Objection	X								X							
461	Snow	Garry	Rippleside	Comment	X						X									
462	Spalding	John	Lara	Objection	X					X	X			X	X	X				X
463	Submitter	-	Lara	Objection	X									X		X				X

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464	Submitter	-	Lara	Objection	X							X	X	X	X	X		X	X		
465	Submitter	-	Lara	Objection	X							X		X		X		X	X		
466	Spalding	Aaron	Lara	Objection	X							X									
467	Spice	Gary	Lara	Objection	X							X	X	X		X		X	X		
468	Spiire	Roger Munn	Geelong	Objection	X											X			X		X
469	Submitter	-	Queenscliff	Objection				X							X		X				
470	Stanger	Kelly	Lara	Objection	X							X			X	X					
471	State Library Victoria	Phil Beckwith	Lara	Objection	X							X	X	X							
472	Submitter	-	Lara	Objection	X																
473	Stewart	Jarron	Anakie	Objection	X				X	X			X								X
474	Stojic	Nenad	Lara	Objection	X							X		X	X	X	X				X
475	Submitter	-	Lara	Objection	X						X				X	X	X				X
476	Strickland	John	Lara	Objection	X							X		X		X		X	X		
477	Submitter	-	Lara	Objection	X							X	X						X	X	
478	Submitter	-	Lara	Objection	X							X									
479	Submitter	-	Brighton	Objection	X				X	X			X		X					X	X
480	Tandon	Ankit	Point Cook	Objection	X				X	X					X					X	
481	Tattersall	Melanie	Lara	Objection	X							X	X	X		X					
482	Taylor	Jeff	Lara	Comment	X																
483	Taylor	Jo	Newtown	Comment		X					X										
484	Taylor	Andrew	Lara	Objection	X						X	X		X	X	X	X				X
485	Submitter	-	Lara	Objection	X							X		X							
486	Submitter	-	Lara	Objection	X							X		X	X				X	X	
487	Teo	Elena	Lara	Objection	X							X			X						
488	Submitter	-	Avondale Heights	Objection											X						
489	Submitter	-	Lara	Objection	X							X			X						
490	Submitter	-	Lara	Objection	X							X	X	X							
491	Thompson	Peter and Linda	Lara	Objection	X							X	X						X	X	
492	Submitter	-	Newtown	Comment		X			X												X
493	Submitter	-	Lara	Objection	X								X		X				X		
494	Timms	Darren	Lara	Objection	X							X	X	X					X	X	
495	Submitter	-	Lara	Objection	X														X	X	
496	Submitter	-	Lara	Objection	X							X	X	X		X					
497	Submitter	-	Lara	Objection	X							X	X	X		X					
498	Submitter	-	Lara	Objection	X							X									
499	Submitter	-	Lara	Objection	X							X	X	X							
500	Trotter	Justin	Lara	Objection	X							X	X	X		X			X	X	
501	Submitter	-	Lara	Comment	X																
502	Submitter	-	Little River	Objection	X				X	X			X		X						X
503	Turek	Mary	Lara	Support	X				X	X	X										
504	Turner	Matthew	Lara	Objection	X							X	X	X		X		X	X	X	
505	Submitter	-	Little River	Objection	X						X								X		
506	Uebergang	Vicki	Lara	Objection	X							X	X	X		X		X	X		
507	Submitter	-	Lara	Objection	X							X	X			X		X	X		
508	Submitter	-	Lara	Objection	X							X	X								
509	Submitter	-	Lara	Objection	X							X	X								
510	Submitter	-	Taylors Lakes	Objection	X				X	X											X

Attachment 2 - Theme based summary of submissions to Amendment C339gee

Submitter					Flood Study				Planning Controls				Themes									
No.	Surname	First name	Suburb	Type	LARA	LOWER BAROWN & MOORABOOL	LSIO2	Schedules	ZONES	FO1	LSIO1	SBO	1. No History of flooding	2. Drainage	3. Topography	4. Recent Development Works	5. Challenges	Flood Modelling	6. Impact on insurance	7. Impact on property values	8. Complex needs investigation	
511	Vanvitelli	Lawrence	Anakie	Objection	X						X		X	X	X							X
512	Vaughan	Claire	LARA	Objection	X							X	X	X		X			X	X		
513	Submitter	-	Altona Meadows	Objection	X							X	X									X
514	Wadawurrung	Dr David S Jones	Geelong	Support																		X
515	Wang	Jinfeng	Charlemont	Support		X			X	X			X									
516	Warner	Michael	Lara	Objection	X									X		X						
517	Watson	Gary	Lara	Objection	X													X				
518	Submitter	-	Lara	Objection	X							X				X			X	X		
519	Way	Denise	Lara	Objection	X							X		X		X	X		X			
520	Welch	Patricia	Lara	Objection	X							X	X									
521	Wembridge	Robert	Lara	Objection	X								X	X	X							
522	Wheeler	Steven	Lara	Objection	X								X		X							
523	Submitter	-	Lara	Objection	X							X	X						X	X		
524	Submitter	-	Lara	Objection	X							X										
525	Wight	Allison	Lara	Objection	X							X	X		X							
526	Wilby	Danielle	Lara	Comment	X							X										
527	Wild	Jeremy	Lara	Objection	X							X			X							
528	Wilkie	Rhonda	Lara	Objection	X							X					X					
529	Submitter	-	Lara	Objection	X							X	X	X					X	X		
530	Submitter	-	Lara	Objection	X							X	X	X	X							
531	Williams	Malcolm & Nicolette	Avalon	Objection	X							X	X	X	X							X
532	Submitter	-	Lara	Objection	X								X						X			
533	Submitter	-	Lara	Objection	X							X		X								
534	Submitter	-	Lara	Objection	X							X			X							
535	Williams	Emma	Lara	Objection	X							X	X	X								
536	Williamson	Greg	Lara	Comment	X							X										
537	Wilson	Ricky	Batesford	Objection		X			X	X			X	X								
538	Wilson	Angela	Batesford	Objection		X			X	X									X	X		
539	Wilson	Marah	Lara	Objection	X							X	X									
540	Wilson	kate	Lara	Objection	X							X	X	X	X	X			X	X	X	
541	Wilson	Dale	Lara	Objection	X							X			X		X					
542	Wingad	Leanne	Lara	Objection	X							X					X	X	X			
543	Winkler	John	Lara	Objection	X							X										
544	Submitter	-	Inverleigh	Objection		X																
545	Submitter	-	Lara	Objection	X							X	X	X	X	X	X	X	X	X		
546	Submitter	-	Lara	Objection	X								X	X	X	X	X	X	X	X		
547	Submitter	-	Lara	Objection	X							X	X	X	X	X	X	X	X	X		
548	Submitter	-	Lara	Objection	X							X	X	X								X
549	Wong	Stuart	Highton	Objection																		
550	Submitter	-	Lara	Objection	X							X	X		X	X			X	X		
551	Submitter	-	Lara	Objection	X						X	X	X	X		X						
552	Submitter	-	Lara	Objection	X				X					X		X			X			X
553	Woods	Suzanne	Lara	Objection	X							X		X								
554	Woods	Paul	Lara	Objection	X							X		X	X		X	X	X			
555	Woolcock	Rob	Lara	Objection	X							X					X					
556	Submitter	-	Lara	Objection	X							X				X						
557	Wright	John	Lara	Objection	X							X	X		X	X			X			
558	Submitter	-	Lara	Objection	X							X		X								

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559	Submitter	-	Lara	Objection	X					X	X	X	X							
560	Harlock Jackson	Virginia Jackson	Glenferrie South	Objection	X				X		X									X
561	Corangamite Catchment Management Authority	Dr. Geoff Taylor	Colac	Support																

2.4. Cities Race to Zero Climate Action Campaign

Source: City Services

Director: Guy Wilson-Browne

Cr Grzybek re-entered the meeting room at 7.20pm

Purpose

1. For Council to consider joining the United Nations' Cities Race to Zero Climate Action Campaign by signing a pledge to achieve net zero emissions by 2050.

Background

2. The Cities Race to Zero is part of the United Nations Race to Zero climate action campaign.
3. This campaign aims to demonstrate that cities, regions, businesses and investors around the world can work collaboratively to advocate for more urgent action from national governments in order to achieve global net zero emissions by 2050.
4. Joining this campaign requires the City to pledge to recognise a global climate emergency, pledge to reach net zero emissions for our region and report annually on the actions we are taking to mitigate and adapt to the impacts of climate change.
5. Joining this campaign will provide the City with opportunities to work collaboratively with a global network of City leaders in taking action to address climate change.
6. There are currently 17 Australian councils, and hundreds of cities around the world, that are participants in this campaign.

Key Matters

7. To join this campaign the City must publicly endorse the following principles:
 - 7.1. We recognise the global climate emergency.
 - 7.2. We are committed to keeping global warming below the 1.5°Celsius goal of the Paris Agreement.
 - 7.3. We are committed to putting inclusive climate action at the centre of all urban decision-making, to create thriving and equitable communities for everyone.
 - 7.4. We invite our partners – political leaders, CEOs, trade unions, investors, and civil society – to join us in recognising the global climate emergency and help us deliver on science-based action to overcome it.
 - 7.5. Pledge to reach (net) zero emissions in the 2040s or sooner, or by mid-century at the latest, in line with global efforts to limit warming to 1.5°Celsius.

- 7.6. Detail what steps will be taken toward achieving net zero emissions, especially in the short to medium-term. Set an interim target to achieve in the next decade, which reflects a fair share of the 50% global reduction in CO2 by 2030 identified in the Intergovernmental Panel on Climate Change (IPCC) Special Report on Global Warming of 1.5°Celsius.
- 7.7. Immediately proceed to planning at least one inclusive and equitable climate action as listed on www.citiesracezero.org that will help to place your city on a resilient pathway consistent with the 1.5°Celsius objective of the Paris Agreement and begin implementation no later than 2022.
- 7.8. Report progress annually, beginning no later than 2022 to your usual or the recommended reporting platform.
8. These commitments align with the City's existing climate change actions, targets and processes established through the adoption of the Sustainability Framework, Sustainability Action Plan and the Climate Change Response Plan.
9. The annual reporting requirements of the campaign would be completed through an external platform and align with our existing and planned reporting processes.

RESOLUTION - Item 2.4

Cr Moloney moved, Cr Mansfield seconded -

That Council:

- 1. Join the United Nations' Cities Race to Zero Climate Action Campaign; and**
- 2. Authorise the Chief Executive Officer to sign the Cities Race to Zero pledge form on behalf of the Mayor and Council.**

Carried

Financial Sustainability

10. There are no financial costs associated with making the pledge to join this campaign.
11. The funding required to implement the reporting actions associated with joining this campaign will be considered in the annual planning and budget cycles.

Community Engagement

12. The development of the Climate Change Response Plan was informed by extensive community engagement which confirmed broad community support for the adoption of a net zero emission target by Council.
13. Members of the City's Sustainability Advisory Committee have expressed their support to join the campaign as a means of demonstrating the City's commitment to leading our community in taking climate action.

Social Equity and Sustainability

14. Actions associated with joining the Cities Race to Zero campaign will address and improve social equity including reducing climate change impacts and contributing to access to affordable clean energy.

Relevant Law/Policy/Legal Implications

15. Joining the Cities Race to Zero campaign will provide direction and inform updated and/or new Council policies and strategies.

Alignment to Community Plan and Vision

16. This report aligns with *Our Community Plan 2021-2025* strategic priority:
Sustainable growth and environment.
17. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

18. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

19. The delivery of the actions associated with joining the Cities Race to Zero campaign will minimise risks to the environment, human health and infrastructure assets. Alignment and implementation of key areas of the Climate Change Response Plan and *Our Community Plan 2021-25* will also assist the City to deliver on its commitments and manage risk.

Environmental Sustainability

20. The Cities Race to Zero Campaign provides an opportunity for the City to support actions in our region that reduce emissions, minimise climate change impacts and facilitate new opportunities and partnerships with community in relation to the global climate emergency.

Attachments

Nil

2.5. SRV Grants – Local Sports Infrastructure Fund

Source: Community Life
Director: Robyn Stevens

Purpose

1. To approve the priority project for submission to the 2021-22 Sport and Recreation Victoria (SRV) Local Sports Infrastructure Fund (LSIF) program.

Background

2. The state government has recently opened the annual Local Sports Infrastructure Fund (LSIF), with applications for the program due on 7 February 2022.
3. The broad eligibility criteria and assessment for applications includes alignment to Council's Strategic Direction (Social Infrastructure Plan – Generation One 2020-2023 and G21 Regional Tennis Strategy 2015), asset condition and overall community benefit and readiness.
4. Any financial contribution needs to be confirmed by Council prior to application and projects must commence construction within six months of executing a funding agreement.

Key Matters

5. The LSIF program includes several streams of available funding including, indoor stadiums/aquatic facilities, female friendly facilities, community sports lighting, community facilities and planning.
6. An assessment of known projects has been undertaken against Sport and Recreation Victoria (SRV) funding criteria. Officers have consulted with SRV and peak sporting bodies (Tennis Victoria) to seek feedback on the identified priorities.
7. Based on the above-mentioned assessment, there is only one program stream and one priority project that has been identified as suitably meeting the funding criteria.
8. The priority project proposed is the Leopold Tennis Club – Pavilion Redevelopment under the Female Friendly Facilities program stream. The total cost of the project is estimated at \$1.52 million with an estimated contribution from Council of \$720,000.

RESOLUTION - Item 2.5

Cr Sullivan moved, Cr Mason seconded -

That Council:

1. **Approve the submission of an application to the Sport and Recreation Victoria Local Sports Infrastructure Fund for the Leopold Tennis Club - Pavilion Redevelopment; and**
2. **Approve a pre-commitment for the 2022-23 budget of \$720,000 towards the Leopold Tennis Club project.**

Carried

Financial Sustainability

9. Council is required to commit funding to be made available within the 2022-23 budget to meet the SRV criteria as part of the application.
10. All applications require a \$1.0:\$1.5 contribution between Council and the State respectively. The maximum funding amounts available for the female friendly facilities program stream is \$800,000.
11. High level preliminary costings have been obtained for the Leopold Tennis Club Pavilion redevelopment that indicate a cost estimate of \$1.52 million to deliver the project.

Community Engagement

12. Officers have consulted with, and obtained letters of support from the following stakeholders:
 - 12.1. Tennis Victoria; and
 - 12.2. Leopold Tennis Club.

Social Equity and Sustainability

13. The Leopold Tennis Club experiences high levels of usage and visitation. The current tennis pavilion is ageing and non-compliant. The current pavilion does not contain change rooms or toilets, and as such members of the club must use the public toilets located across the reserve. This disconnection from the courts and clubhouse are a safety concern for female and junior members of the club. The current pavilion requires renewal and expansion to provide safe and compliant facilities to support future female participation opportunities for the club.
14. The project is the last remaining infrastructure priority to be delivered from within the 2011 Leopold Memorial Reserve Master Plan.
15. The project was put forward as a business case for consideration within the 2021-22 Council budget and was unsuccessful. The project received a large amount of community feedback, with members of the Leopold community demonstrating strong support for the project.
16. The redevelopment of the current pavilion will ensure the club meets the preferred facility guidelines for tennis. This will support increased participation opportunities for the sport, in particular women and girls.

Relevant Law/Policy/Legal Implications

17. There are no known legal or statutory impediments to the arrangement proposed in this report.

Alignment to Community Plan and Vision

18. This report aligns with Our Community Plan 2021-2025 strategic priority:

Healthy, caring and inclusive community.
19. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:

An inclusive, diverse, healthy and socially connected community.

Conflict of Interest

20. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

21. The risk to Council may be that the existing preliminary costs obtained for the project may change/increase as detailed design and construction is complete. If this were to occur Council would be required to increase its contribution to deliver the project.

Environmental Sustainability

22. There are no known environmental implications.

Attachments

Nil

2.6. Procurement Policy

Source: Customer & Corporate Services
Director: Michael Dugina

Purpose

1. For Council to adopt the Procurement Policy.

Background

2. Section 108 of the *Local Government Act 2020* (the Act) requires the City to develop, approve and review its Procurement Policy at least once during each four-year term of the Council commencing 1 January 2022. The existing procurement policy will remain in place until this time.

Key Matters

3. The review of the policy is in line with the Council's obligations under the Act.
4. The Procurement Policy provides a framework for the purchase of goods, works and services that emphasises value-for-money while conducting business in a fair and equitable manner. The purpose of the policy is to:
 - 4.1. Provide guidance, consistency, and controls over procurement activities;
 - 4.2. Demonstrate accountability to ratepayers;
 - 4.3. Provide guidance on ethical behaviour in public sector purchasing;
 - 4.4. Demonstrate best practice elements in purchasing; and
 - 4.5. Increase probity of obtaining the right outcome when purchasing goods, works and services.
5. This policy has been reviewed and there have been major changes to the policy which was adopted by Council on 25 May 2021.

RESOLUTION - Item 2.6

Cr Aitken moved, Cr Sullivan seconded -

That Council adopt the Procurement Policy effective 1 January 2022.

Carried

Financial Sustainability

6. The City expends in excess of \$240 million annually on procuring goods, works and services.
7. The City is committed to buying from local businesses on a value for money basis and supports the engagement of local suppliers, sub-contractors and apprentices.
8. The City continues to improve its local spend commitments through the application of relevant criteria being applied to tenders and quotations through social and sustainability outcomes, engagement of apprentices and trainees, engagement with local Aboriginal and Torres Strait islander enterprises and persons, and the ongoing commitment with the GROW initiative.
9. The criteria for local content and engagement is applied at 10% of the total weighted score for all procurement activity, and a further 5% applied to the other social criteria that is applied as applicable based on the category of the goods, works or services being procured.

Community Engagement

10. The community was provided an opportunity to comment on the Draft Procurement Policy after which the City received two submissions, these making reference to reducing the City's carbon footprint through our procurement activity, and the engagement of local contractors and suppliers through the development of innovation.

Social Equity and Sustainability

11. The Policy articulates that the City commits to:
 - 11.1. promoting the application of the Social Procurement Framework in all the City's procurement activities;
 - 11.2. setting targets for a range of social procurement outcomes (including GROW initiatives);
 - 11.3. publicising the targeted social procurement objectives including the key performance indicators; and
 - 11.4. actively trying to achieve these outcomes through procurement activities and providing a range of ways to elevate the importance of the social procurement outcomes throughout the procurement process, including awarding some contracts based on the supplier's proposal significantly benefiting the City in achieving the frameworks key performance indicators.

Relevant Law/Policy/Legal Implications

12. This Policy is created and reviewed in accordance with section 108 of the *Local Government Act 2020*.

Alignment to Community Plan and Vision

13. This report aligns with Our Community Plan 2021-2025 strategic priority:
High-performing council and organisation.
14. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:
An inclusive, diverse, healthy and socially connected community.

Conflict of Interest

15. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

16. The Policy accords with the enterprise risk management framework and applies risk management strategies at all stages of the procurement process.

Environmental Sustainability

17. The City demonstrates sustainable procurement in accordance with the City of Greater Geelong – Environment Strategy 2020-30 by:
 - 17.1. Being accountable for its impacts on society, the economy and the environment including the impacts of the organisation’s supply chain;
 - 17.2. Examining anticipated organisational, project and/or community needs;
 - 17.3. Continually improving sustainability specifications, practices and outcomes; and
 - 17.4. Planning and undertaking sustainability evaluations as part of contracting activities.

Attachments

1. Procurement policy V1 0 200921 [2.6.1 - 15 pages]

THE CITY OF
GREATER GEELONG

PROCUREMENT POLICY

VERSION: 1

Approval Date: DD Month YYYY of official approval

Approved by: COUNCIL

Review Date: DD Month YYYY – generally 4 years from approval date unless shorter review period required

Responsible Officer: Manager Property, Procurement and Assets

Authorising Officer: CEO

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Definitions and Abbreviations

This section defines the key terms used in this policy.

TERM	DEFINITION
Act	<i>Local Government Act 2020</i>
City	The City of Greater Geelong organisation, led by the Chief Executive Officer (CEO).
Conflict of Interest	A general conflict of interest or a material conflict of interest within the meaning of sections 127 and 128 of the Act respectively.
Contract Risk Framework	A framework that outlines the City's appetite for contractual risk that is prepared by the City's Legal Services Unit and approved by the City's Executive Leadership Team from time to time.
Councillor	A person who has been elected to the office of Councillor of Council with the City of Greater Geelong.
GROW	G21 Region Opportunities for Work Program which is aimed at changing the way the City buys and employs locally, to support local businesses and help create equitable and sustainable jobs.
Probity	Undertaking Procurement in a way that ensures: <ol style="list-style-type: none"> compliance with legal obligations; fairness, impartiality and accountability; appropriate management of any Conflicts of Interest; transparency, subject to any confidentiality obligations, and ability to withstand internal and external scrutiny.
Procedure	The procedures manual and contract management guideline that implement this policy.
Procurement	The process of acquiring of goods and services, including for the carrying out of works.
Public Market Approach	A competitive process that tests the market for the supply of goods or services, which may include calling for tenders or seeking quotations.
Staff	Includes permanent and temporary employees of the City.
City Representative	The person nominated by the City in the contract to exercise powers and duties associated with the administration of a contract.
Supplier	Any supplier or potential supplier of goods or services to the City.
Sustainability	Acting in a way that meets the needs of the present without compromising the ability of future generations to meet their needs.
Value for Money	A measure of the benefits the City obtains for its expenditure, taking into account both cost and non-cost factors including:

TERM	DEFINITION
	<ul style="list-style-type: none">a) advancement of the City's corporate strategies and priorities, including the Council Plan, Social Procurement and other policies;b) non-cost factors, including fitness for purpose, quality, service and support; andc) cost-related factors including whole-of-life costs and transaction costs associated with acquiring, using, holding, maintaining and disposing of the goods, services or works. <p>Lowest price is not the sole determinant of Value for Money.</p>

POLICY

1. PURPOSE

- 1.1 The City of Greater Geelong is Victoria's largest regional city. With a population of 259,000 as at June 2020, the City spent \$243.9m in the 2020/2021 financial year. When undertaking a Procurement, the City is committed in ensuring that:
- (i) Public funds are spent responsibly;
 - (ii) It has regard to relevant Council approved frameworks (social procurement, equity and diversity and Sustainability);
 - (iii) Rules and process are clear, are transparent, assign accountability and deliver procurements with the standards of probity expected by a local government authority in the eyes of its community;
 - (iv) The incidence of illegal activity (including fraud and corruption) and other behaviours that may bring disrepute to the City are minimised by the establishment of appropriate controls; and
 - (v) Best Value for Money and open and fair competition are promoted.
- 1.2 In recognition of the above considerations, the purpose of this policy is to provide the guidelines and rules regarding all Procurement activity conducted by the City.
- 1.3 This policy is made in accordance with section 108 of the Act with regard to the governance principles in section 9, particularly:
- making Council decisions in accordance with relevant law;
 - achieving the best outcomes for the municipal community (including future generations);
 - promoting economic, social and environmental sustainability of the municipal district, including mitigating and planning for climate change risks;
 - pursuing innovation and continuous improvement;
 - seeking collaboration with other Councils, Governments and statutory bodies; and
 - ensuring the ongoing financial viability of the Council.

2. SCOPE

This policy applies to all Procurement at the City, and to Councillors and Staff involved in any Procurement.

3. COMPLIANCE

- 3.1 Councillors and Staff involved in any Procurement must comply with this policy.
- 3.2 Failure to comply with this policy may lead to disciplinary action in accordance with the City's Employee Code of Conduct, other relevant policies and legislation.

4. ROLES AND RESPONSIBILITIES

Councillors

Councillors must:

- 4.1 comply with the Councillors' Code of Conduct insofar as it relates to Procurement, including:
- 4.1.1 avoiding a conflict between their public duties as a Councillor and their personal interests and obligations and, where a conflict exists, disclosing and managing that conflict in accordance with the Councillors' Code of Conduct and the Procedures;
 - 4.1.2 not misusing their position by making improper use of information acquired as a result of their position, disclosing confidential information or failing to disclose a Conflict of Interest; or
 - 4.1.3 not accepting any gifts or hospitality related to Procurement;

4.2 not engage in any discussions with potential suppliers throughout the lifecycle of a Procurement; and

4.3 support the CEO to discharge the CEO's role and responsibilities under 4.4 below.

The CEO

The CEO will:

- 4.4 oversee the establishment and maintenance of procurement controls, including:
 - 4.4.1 more than one person be involved in every stage of authorising and managing a transaction, especially paying a supplier;
 - 4.4.2 Public Market Approach processes be managed centrally to ensure transparency in Procurement;
 - 4.4.3 Procurement activities be clearly documented for audit purposes;
 - 4.4.4 appropriate delegations be documented and maintained;
 - 4.4.5 monitoring and performance measurement systems be implemented;
 - 4.4.6 implementing a process for escalating procurement matters where appropriate (including procedural non-compliance) to the Executive Leadership Team, the Audit and Risk Committee and Council;
 - 4.4.7 the Procedures, including a Contract Management Manual and any other documentation relevant to ensure compliance with this policy;
 - 4.4.8 processes and controls that are continually improved with a focus on mitigating risk of fraud, corruption and inappropriate behaviour;
 - 4.4.9 implementing a process for reviewing complaints from any person about Procurement; and
 - 4.4.10 providing Procurement training and promoting Procurement awareness amongst Staff.

Procurement Services Unit

The Procurement Services Unit will:

- 4.5 for processes the Procurement Services Unit manages, be the City's representative to Suppliers and be the single source of communication during the Public Market Approach, evaluation and negotiation stages;
- 4.6 lead the City's Procurement function, including Public Market Approach processes;
- 4.7 prepare and oversee the Procurement Plan in accordance with this policy;
- 4.8 comply with the Procedures;
- 4.9 assign each Procurement to a category under paragraph 5.11;
- 4.10 conduct Procurement in accordance with best practice and with the Act, other laws and Council and management policy; and
- 4.11 monitor compliance with this policy, and record and report breaches in accordance with this Policy.

Staff

Staff must:

- 4.12 comply with the Employee Code of Conduct insofar as it relates to Procurement including:
 - 4.12.1 behaving ethically and taking action to prevent unethical practices (for example, using their position to obtain personal gain in Procurement);
 - 4.12.2 maintaining confidentiality of City information which a reasonable person would consider to be confidential;
 - 4.12.3 reporting fraud or corrupt conduct to appropriate internal or external authorities;
 - 4.12.4 refraining from acting in any way that would harm or potentially harm the reputation of the City (for example, endorsing products, services, providers or individuals without the permission of the City);
 - 4.12.5 acting with honesty and integrity, and not allowing any external, personal, or financial interests or duties to compromise their obligations, responsibilities, and duties to the City;
 - 4.12.6 where a conflict of interest exists, disclosing and managing that conflict in accordance with the Employee Code of Conduct and the Procedures; and

4.12.7 not accepting any gifts or hospitality related to a Procurement; and

4.13 other than those within the Procurement Services Unit accountable for a Procurement, not engage in any discussions with potential suppliers throughout the lifecycle of a Procurement process (excepting contract management); and

4.14 not acting outside their delegated authority.

Suppliers

4.15 Suppliers are encouraged to report misconduct, unethical behaviour or suspected corruption in accordance with this policy.

The Community

4.16 The community is encouraged to report misconduct in accordance with this policy.

5. THE PROCUREMENT FUNCTION

Procurement Principles

The City will undertake Procurement in accordance with the following principles:

Fair and honest dealing

5.1 All Suppliers must be treated impartially and afforded an equal opportunity to tender or submit a quotation.

Achieving Value for Money

5.2 The City will carry out Procurement with a view to achieving best Value for Money.

Whole of life considerations

5.3 The City will consider the whole life of the goods or services when undertaking Procurement.

Probity, accountability and transparency

5.4 Staff must be able to account for all Procurement decisions and must ensure that all Procurement activities are clearly documented for monitoring and reporting purposes.

Social Procurement Framework

5.5 The City will develop a Social Procurement Framework, including targets and key performance indicators, and will report on it annually. The Framework will include, at a minimum, targets for social, environmental and economic outcomes (which may include GROW initiatives). The City will publish its targets and key performance indicators.

5.6 The City commits to actively pursuing and raising the profile of social outcomes through Procurement, including:

5.6.1 considering the Social Procurement Framework in planning all Procurement activities; and

5.6.2 using the Social Procurement Framework and its key performance indicators as criteria where the City considers it suitable in each Procurement. The City may, from time to time, use the Social Procurement Framework as the determining factor in selecting a supplier.

5.7 The City commits to applying the principles of Sustainability to its decision-making and activities. The City will promote a clear understanding of Sustainability and how it applies to daily tasks amongst Staff.

5.8 The City will demonstrate sustainable Procurement by:

- considering the City's impacts on society, the economy and the environment, including the impacts of its supply chain;
- examining anticipated organisational, project and/or community needs;
- continually improving Sustainability specifications, practices and outcomes; and
- planning and undertaking Sustainability evaluations as part of Procurement.

Collaborative procurement

5.9 The City will seek to collaborate with councils and other public bodies in Procurement where it would enable the City to:

- take advantage of economies of scale; or
- achieve significant social outcomes.

Aggregation

5.10 During the planning phase of a Procurement, the City will consider the likely total value of current and foreseeable future Procurement of similar goods or services to identify any benefits (including economies of scale) in aggregating the Procurements.

How the City will procure – standard approach

5.11 The City will undertake Procurement by obtaining quotations or calling for tenders in accordance with the amounts set out in the following table:

Category	Description	Amount (excl. GST)	Procurement process (minimum)
All		Up to \$25,000	One written quotation
Transactional	Low value, low supply risk due to the number of suppliers in the market (for example, stationery and catering)	\$25,000 to \$250,000	Three written quotes sought
Leveraged	Higher value, low supply risk due to the number of suppliers in the market (for example, panel contracts, architectural services and cleaning services)	\$25,000 to \$300,000	Three written quotes sought
Focused	Low value, unique or targeted Procurements in a limited supplier market (for example, valuation services, utility providers, IT hardware or software)	\$25,000 to \$300,000	Three written quotes sought
Strategic	High value and/or high business criticality with significant business or community impacts (for example, major construction and strategic waste projects)	\$25,000 to \$300,000	Three written quotes sought
Leveraged	Higher value, low supply risk due to the number of suppliers in the market (for example, panel contracts, architectural services and cleaning services)	\$300,000 to \$500,000	Five written quotes sought
All		Exceeding any threshold specified above	Open market tender

How the City will procure – exemptions

- 5.12 The City may use a method of Procurement other than the minimum process specified in paragraph 5.11 if:
- 5.12.1 the Procurement falls into a category listed in paragraph 5.14; and
- 5.12.2 the alternative is approved in accordance with paragraph 5.15.
- 5.13 The City must decide on any exemption before a Public Market Approach.
- 5.14 The circumstances in which an exemption may be granted are as follows:

Exemption Categories	Explanation
1. A contract made because of Emergency	<p>An emergency due to the actual or imminent occurrence of an event that endangers or threatens to endanger the safety or health of any person in Victoria or that destroys or damages, or threatens to destroy or damage, any property in Victoria or endangers or threatens to endanger the environment or an element of the environment in Victoria including (but not limited to):</p> <ul style="list-style-type: none"> a) an earthquake, flood, windstorm or other natural event; b) a fire; c) an explosion; d) a road accident or any other accident; e) a plague or an epidemic or contamination; f) a warlike act or act of terrorism, whether directed at Victoria or a part of Victoria or at any other State or Territory of the Commonwealth; g) a hi-jack, siege, or riot; and h) a disruption to an essential service.
2. Purchases from another government or government-owned entity, or through a government contract	<p>Engagements:</p> <ul style="list-style-type: none"> (a) with another government entity or government-owned entity. For example, Federal, State or Local Government or an entity owned by the Federal, State or Local Government; or (b) that have been entered into by the above entities for the benefit of local government authorities (including panel contracts established by the government entity or other quasi-government entities such as Procurement Australia and the Municipal Association of Victoria).
3. Extension of contracts while the City is at market	<p>The City may extend an existing contract where the procurement process to replace the contract has commenced but will not be complete before the expiry of the existing contract. The City may extend the contract only:</p> <ul style="list-style-type: none"> a) where the City considers that establishing an interim arrangement with an alternative supplier is not in the public interest (including if it would be cost prohibitive or present a transition or other risk in the delivery of critical public services); and b) where the existing Supplier's performance has been satisfactory; and c) for no more than three months.

Exemption Categories	Explanation
4. Professional services unsuitable for tendering	Including, but not limited to, Legal Services, Insurances.
5. Information technology resellers and software developers	Allows the City to renew existing software licenses and maintenance and support, or upgrade existing systems, where there is only one supplier of the software who holds the intellectual property rights to the software.
6. Regional waste and resource recovery groups	Situations where a Regional Waste and Resource Recovery Group constituted under the <i>Environment Protection Act 1970</i> had already conducted a public tender for and on behalf of its member councils.
7. Statutory compulsory monopoly insurance schemes	TAC WorkCover
8. Traditional Owners	Engagement of Traditional Owners where the primary purpose of the procurement activity is to gather information relating to Aboriginal culturally sensitive issues, including land management considerations pursuant to the <i>Aboriginal Heritage Act 2006 (Vic)</i> .
9. Infrastructure owners	Engagement of owners of infrastructure that needs to be changed or maintained where only one party can assist at our cost. e.g. utilities, telecommunication.
10. Sole or select sourcing	The City may engage with one supplier or a restricted group of suppliers where it is in the public interest and: <ul style="list-style-type: none"> (i) there is one or a limited number of available Suppliers; or (ii) the City is party to a joint agreement where it jointly owns the intellectual property with a third-party provider.

5.15 The following delegates have authority to approve exemptions in accordance with 5.12 where they reasonably consider that:

5.15.1 an alternative method of Procurement is better suited to the circumstances of that Procurement; and

5.15.2 the community's best interests will be served and best Value for Money will be achieved by an alternative method of Procurement.

Amount (excl. GST)	Delegated Authority
Up to \$500,000	Director Corporate and Customer Services with the Manager Procurement
\$500,000 to \$1,000,000	CEO with the Director Corporate and Customer Services and Manager Procurement
Over \$1,000,000	Council resolution upon recommendation from CEO, Director Corporate and Customer Services and Manager Procurement

Other Procurement considerations

Procurement for Innovation

- 5.16 From time to time the City may utilise a procurement for innovation process to identify Suppliers to deliver innovative goods or services. The Procurement Services Unit will determine when it is appropriate to utilise this process. Procurement for Innovation will be categorised as a Strategic Procurement.

Unsolicited proposals

- 5.17 The City generally will not consider an unsolicited proposal unless it claims a high level of innovation or demonstrates cost savings or productivity improvements.
- 5.18 Where the City elects to consider an unsolicited proposal, it must carry out Procurement in accordance with this policy.

Cumulative Spend and contract splitting

- 5.19 In determining what Procurement process this policy requires, the Staff involved in the Procurement must take into account the entire cost of the Procurement (including whole of life costs and any contract options exercisable by either the City or the Supplier).
- 5.20 Staff must not attempt to avoid the requirements of this policy by splitting what is essentially a single Procurement into more than one part.
- 5.21 The Staff responsible for managing expenditure with a certain Supplier or for a certain product category must ensure that the cumulative expenditure without a tender does not exceed the quotation thresholds in any 12 month period.

The Procurement Plan

- 5.22 The Procurement Services Unit will produce a rolling Procurement Plan, which provides a 12-month overview of the City's planned Procurement activity.
- 5.23 At a minimum, the Procurement Plan must include the following information:
- project name and quarter that the Procurement is planned to commence, including approved budget amount for the entire project;
 - the Procurement's category under paragraph **Error! Reference source not found.**;
 - the planned Public Market Approach;
 - reasonable timelines to be adhered to during the entire Procurement lifecycle;
 - the source of funds for the Procurement;
 - how the Procurement will deliver best Value for Money;
 - how the Procurement addresses the Social Procurement Framework and the key performance indicators, and if not, why not;
 - the consideration given to efficiency measures, including collaborative procurement and aggregation; and
 - any other matter the Council or the City's Audit and Risk Committee consider relevant.
- 5.24 At the time of publishing the budget, the Procurement Plan must also identify which contracts will require a Council resolution.

Council resolutions

- 5.25 A Strategic or Focused Procurement over the value of \$2,000,000 must not be awarded without Council approval unless, at the time of approving the budget, the Council determines that it is an operational matter and delegates approval to the CEO.

- 5.26 A Leveraged or Transactional Procurement of any value may be awarded without Council approval if it is included in the Procurement Plan at the time the Council approves the budget. If a Leveraged or Transactional Procurement over the value of \$2,000,000 is not included in the Procurement Plan at the time the Council approves the budget, it must not be awarded without Council approval.
- 5.27 The Council may call in any Procurement for its approval if it involves matters of strategic or community interest.

Prior to Market Approach

Probity

- 5.28 The City may appoint an external probity advisor where the Manager Procurement or the CEO consider a proposed Procurement to be particularly complex, high risk, or controversial and requiring a high level of public confidence.
- 5.29 The Manager Procurement will consider each Procurement valued at over \$2,000,000 to determine whether a probity advisor is required.
- 5.30 The Manager Procurement, the CEO or the Internal Ombudsman may appoint a probity auditor to review a Procurement where they believe or suspect that Probity has been compromised.

Specifications

- 5.31 The project manager responsible for a Procurement must ensure that the specifications prepared in a Procurement are clear and fully describe the City's needs.
- 5.32 When the City is unable to produce a suitable specification, the City may look to undertake a procurement for innovation process to seek a partner to assist in the delivery of the project.
- 5.33 The Procurement specifications must be approved by the Procurement Services Unit before contract preparation under paragraph 5.34.

Contract preparation

- 5.34 The Procurement Services Unit will seek legal advice from the internal Legal Services Unit regarding a suitable contract for each Procurement it oversees.
- 5.35 Each contract used in a Procurement must comply with the City's Contract Risk Framework.
- 5.36 The Contract Risk Framework must be either published in or incorporated by the Procedures and updated as required.

Public Tenders

- 5.37 The City will publish all public tenders via the City's tendering portal and may also advertise them in the media.
- 5.38 The City will publish information regarding current tenders and awarded tenders on its website.
- 5.39 The tender evaluation process, evaluation criteria and Social Procurement objectives will be determined in consultation with the Procurement Services Unit and will be included in the tender documentation.

Evaluation and Negotiation

- 5.40 The Procurement Services Unit and the project team will determine a panel responsible for the evaluation of quotations and tenders.
- 5.41 Before scoring any submissions, each panel member must declare any Conflict of Interest.
- 5.42 The Procurement Services Unit will oversee the evaluation processes for quotes and tenders as a non-scoring chair to ensure impartiality in the process.
- 5.43 The City may consider a Supplier's performance in prior engagements with the City in evaluating its quotation or tender.
- 5.44 Any contract departures must be negotiated in accordance with the Contract Risk Framework and legal advice.

Shortlisting and Negotiation

- 5.45 The City may shortlist potential Suppliers during tender and quotation processes.
- 5.46 The City must ensure Probity in all negotiations.

Contract execution

- 5.47 The Procurement Services Unit will seek advice from and work with the Legal Services Unit to ensure that:
- the City documents the engagement in an appropriate contract(s) with the selected Supplier (including by amending the draft contract proposed in the Public Market Approach to reflect any later negotiations with the Supplier, and preparing a contract specification that fully describes the goods or services the Supplier has offered to provide);
 - ensure that the City's contracts include key performance indicators which are measurable and reportable; and
 - the contract and any other arrangements are approved by City Staff with the necessary delegated authority.

Post Contract Matters

Variations

- 5.48 The City must keep a centralised record of any request for, consideration of and award of a contract variation.
- 5.49 Any contract or scope variation must be approved in accordance with the CEO to Staff Delegations – Power to Approve Contract Variations. Staff must not approve a variation unless there is available budget in the project.
- 5.50 The following City officers may approve contract variations up to the amounts set out in the following table.

Delegate	Approval amount (excl. GST)
Coordinator or City Representative	Aggregate of all contract variations is up to 10% of the original contract value or \$30,000, whichever is less
Manager	Aggregate of all contract variations is up to 20% of the original contract value or \$200,000, whichever is less
Director	Aggregate of all contract variations is up to 30% of the original contract value or \$500,000, whichever is less

- 5.51 All variations to a contract must be captured under a single purchase order and approved before being issued to the Supplier.

Contract Management

- 5.52 The City will evaluate and seek to improve on all aspects of procurement and contract management.
- 5.53 The Procurement Services Unit will provide contract management oversight all contracts entered by the City.
- 5.54 If a Supplier fails to comply with a City contract or performs poorly, and the City has communicated its concerns to the Supplier, the City may opt not to engage with a Supplier for a certain period depending on the seriousness of the breach or poor performance.

Supplier engagement and development plan

- 5.55 The City will develop a Supplier engagement and development plan to ensure the continued development of Suppliers within the region to provide the goods and services the City requires.

6. AUDIT AND REPORTING

- 6.1 The CEO will ensure the implementation of a program which seeks to identify breaches of this policy. The program will include an investigation of no less than 5% of all Procurement (determined by number of Procurements) in a particular financial year.
- 6.2 The City will report quarterly to the Council and the Audit and Risk Committee through the Council's Quarterly Financial Report on:
- any identified breach of this policy;
 - opportunities to aggregate Procurements to achieve economies of scale;
 - summary of findings through the 5% audit program;
 - any major Procurement that was not captured in the Procurement Plan at time of publishing the budget;
 - any other matter that the Council or the Audit and Risk Committee consider appropriate; and
 - any serious breach that appears to involve fraud, corruption or non-compliance with paragraph 5.11 of this policy.

7. COMPLAINTS HANDLING

- 7.1 Complaints relating to any stage of the procurement process are to be reported to and investigated by the Manager Procurement.
- 7.2 Where a complaint alleges fraud or corruption, or an investigation identifies or raises a reasonable suspicion of fraud or corruption, the matter must be referred to the Internal Ombudsman for further investigation.

8. PROCEDURES

The City must develop Procedures that operationalise and do not exceed the framework established by this Policy.

9. POLICY REVIEW PROCESS

In accordance with the Act, the City will review this policy at least once during each 4-year term of the Council.

10. POLICY KEY LINKAGES

This Policy has clear linkages to a range of codes, charters, legislation, and City documents, including:

Local Government Act 2020 (Vic).

Management Procedure – Procurement Guidelines.

Codes of Conduct and associated policies.

Management Procedure – Contract management guidelines.

Council Plan 2021-2025.

Management Procedure – Project Management Framework.

The City of Greater Geelong - Environment Strategy 2020–30.

Other relevant legislative requirements include compliance with:

Competition and Consumer Act 2010 (Cth);

Goods Act 1958 (Vic);

Fair Work Act 2009 (Cth);

Worker Screening Act 2020 (Vic);

Worker Screening Regulations 2021 (Vic);

Environment Protection Act 1970 (Vic) and Environment Protection Act 2017 (Vic);

Modern Slavery Act 2018 (Cth);

Financial Management Act 1994 (Vic);

and other relevant Australian Standards as deemed appropriate for each purchase.

4.7 Special Rates and Charges Council Policy

Source: City Services
Director: Guy Wilson-Browne

Purpose

1. For Council to adopt the updated Special Rates and Charges Policy at Attachment 1.

Background

2. The existing Special Rates and Charges Policy was adopted by Council in 2015 and requires updating.
3. The updated Policy (Special Rates and Charges Policy, 'the Policy') sets the direction for future Special Rates and Charges (SRC) in the municipality. The Policy aims to provide governance and guidance for implementing and delivering infrastructure or services through benefitting property owner contributions as part of SRC schemes pursuant to section 163 of the Local Government Act 1989.

Key Matters

4. SRC schemes allow the City to better support growth by the upgrading or construction of new infrastructure or provision of services, that without SRCs, may be significantly delayed or not delivered. These schemes generally apply to the delivery of infrastructure such as road construction, drainage, footpaths and services such as marketing, promotion or economic development for businesses within the City.
5. The draft Policy and supporting procedure, outlines the decision-making process and the apportioning of costs relating to SRCs where the infrastructure or service items are deemed to provide a special benefit to property owners within the scheme.
6. The draft Policy aims to be fair and transparent in its funding priorities, processes, decision making, and community engagement to ensure the SRC meets the needs of the community.
7. The new Policy introduces a number of changes such as where Community Benefit is greater than 80% for footpaths, roads, shoulders and kerb and channel, the proposed scheme becomes a fully funded City project and the delivery timeframes will be influenced by competing priorities and funding provision.
8. The Policy also introduces new cost apportionment criteria developed to increase transparency and simplicity.

RESOLUTION - Item 2.7

Cr Aitken moved, Cr Moloney seconded -

That Council adopt the Special Rates and Charges Policy.

Carried

Financial Sustainability

9. Under the current SRC program, the City is planning for the delivery of \$26.54 million of new roads, footpaths and drains based on the cost apportionment models in the SRC Procedure at Attachment 2. Based on this works program, the City would recover an estimated \$12.53 million (47.2%) of the construction costs from the benefitting property owners in the five-year period from 2021/22 to 2025/26.
10. Without SRC schemes, the upgrading or construction of new infrastructure or provision of services would be significantly delayed or require an increase in the City's annual capital budget.
11. The updated Policy includes criteria to determine whether the SRC funding model is appropriate to deliver the infrastructure or service. SRC schemes may only proceed if:
 - 11.1. The scheme income is greater than \$25,000;
 - 11.2. More than five properties benefit from the proposed scheme;
 - 11.3. The total Special Benefits are greater than 20%; and
 - 11.4. Formal engagement with benefitting properties or persons demonstrates majority support for the proposed scheme.
12. Under the above criteria, where Community Benefit is greater than 80%, the proposed scheme becomes a fully funded City project and the delivery timeframes will be influenced by competing priorities and funding provision.
13. New cost apportionment criteria have been developed to increase transparency and simplicity. In most instances for infrastructure-related projects, the location of the works based on the road hierarchy determine the Special and Community Benefits. The ratio of Special and Community Benefit are outlined in the SRC Procedure and shown in *Table 1* for footpaths, roads, shoulders and kerb and channel.

Table 1 - Special and Community Benefit ratios for asset types based on road hierarchy

Road hierarchy	Footpaths (only)		Roads, shoulders and/or kerb and channel	
	Special benefit	Community benefit	Special benefit	Community benefit
Arterial	0%	100%	NA	
Category 4	20%	80%	25%	75%
Category 3	30%	70%	50%	50%
Category 2 (through road)	40%	60%	75%	25%
Category 2 (no through road)	40%	60%	100%	0%
Category 1	45%	55%	100%	0%
Precinct	35%	65%		

14. Drainage uses a different cost apportionment method to roads and footpaths; the procedure apportions costs using a formula where:

- 14.1. Special Benefit (SB) – drainage costs for minimum standard servicing or protecting benefitting properties within the scheme area.
 - 14.2. Community Benefit (CB) - additional cost to service stormwater from other areas passing through or adding to scheme flows and provision of major outfall drainage.
 - 14.3. The Special Benefit costs are divided by the contributing area of each property in the scheme; upstream properties have a discharge benefit while downstream properties have flood protection benefit.
15. For proposed schemes, the Maximum Total Levy that can be charged to the benefitting properties is determined by multiplying the Special Benefit ratio (or BCR for drainage) by the SRC portion of the project costs.

Community Engagement

16. The policy review process considered the outcomes of past scheme declarations and engagements with the community for SRCs.

Social Equity and Sustainability

17. The City will provide an open and transparent process, on a fair, reasonable and equitable basis and encourage input from benefitting properties or persons.
18. The updated policy and procedure provides a consistent methodology to apply cost apportionments for future SRC schemes.
19. The City offers hardship provisions for benefitting property owners for future SRC schemes.

Relevant Law/Policy/Legal Implications

20. This policy is pursuant to Section 163 of the Local Government Act 1989.

Alignment to Community Plan and Vision

21. This report aligns with Our Community Plan 2021-2025 strategic priority:
- 21.1. High-performing council and organisation.
 - 21.2. Sustainable growth and environment.
22. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:
- 22.1. A destination that attracts local and international visitors.
 - 22.2. A fast, reliable and connected transport network.
 - 22.3. An inclusive, diverse, healthy and socially connected community.
 - 22.4. People feel safe wherever they are.
 - 22.5. Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

23. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

24. Without SRCs as an equitable funding mechanism, the City's reputation may be impacted given the reduced ability to fund community infrastructure requests for new or upgraded roads, drains or footpaths. These upgrades would deliver an improved or higher level of service to the benefitting property owners.
25. SRCs provide a funding model for growth, upgraded or new infrastructure where no Developer Contribution Plan is in place or external funding is available for capital works or to support the City's economic development.

Environmental Sustainability

26. Proposed schemes consider any environmental issues such as vegetation, local flora and fauna habitats, natural water ways and relevant legislative and regulatory requirements in the planning stage of SRC schemes.

Attachments

1. Attachment 1 - Draft Special Rates and Charges Council Policy [2.7.1 - 9 pages]

THE CITY OF
GREATER GEELONG

SPECIAL RATES AND CHARGES COUNCIL POLICY

VERSION: 2

Approval Date: DD Month YYYY of official approval

Approved by: Approval authority – e.g CEO or Council

Review Date: DD Month YYYY – generally 4 years from approval date unless shorter review period required

Responsible Officer: Coordinator Design and Services

Authorising Officer: Director City Services

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Introduction

PURPOSE

This policy aims to provide guidance for implementing and delivering services paid for through contributions as part of a Special Rates and Charge Scheme pursuant to Section 163 of the *Local Government Act 1989*.

A Special Rates and Charge Scheme is a scheme by which the City can recover the costs, or part thereof, from property owners where works or services provide a special benefit to those property owners.

CONTEXT

The *Local Government Act 1989* enables Councils to levy a special rate and charge to help pay for any council service or activity that may be of benefit to a particular group of property owners. Special Rate and Charge Schemes enable the City to provide services to the community that would otherwise be impeded by budgets and timing. With the enactment of a Scheme, the City can implement services at a quicker rate that would be of benefit not only to individual properties but also to the greater community.

These schemes are not limited to infrastructure and can be applied to other services within the City such as marketing, promotion or economic development for commercial businesses.

For new land developments, the cost of constructing sealed roads, kerb and channel, footpaths, drainage, street lighting and other capital infrastructure is apportioned across the lots and sold by the developer of the land. In this way the purchasers of the lots and subsequent owners have paid for the benefits derived by their property abutting this infrastructure. If a property is sold without specific infrastructure or services present, it's equitable the property owner contributes to the cost of providing a special benefit for their property.

SCOPE

This policy outlines the decision-making process and relates to the development of services where the provision of these services or infrastructure items are deemed to provide a special benefit to property owners or certain members of the community. Services include but are not limited to:

- Design and construction of infrastructure works:
 - New sealed roads
 - Sealing unsealed roads or laneways
 - Traffic management
 - Kerb and channel
 - Footpaths
 - Drainage works – easements, drains
 - Street lighting
- Marketing and promotion

Definitions

This section defines the key terms used in this policy.

CITY - The City of Greater Geelong organisation led by the CEO.

COUNCIL - The City of Greater Geelong Council is comprised of elected councillors led by the Mayor.

ELT - The Executive Leadership Team of the City.

SUBMISSION REVIEW PANEL (SRP) - A panel of Councillors to allow property owners the opportunity to support or oppose the scheme.

TYPES OF BENEFIT

SPECIAL BENEFIT - Benefit received by those property owners included in the scheme.

COMMUNITY BENEFIT - The wider community that are not receiving a Special Benefit in the proposed scheme.

TOTAL BENEFIT – Special Benefit plus Community Benefit.

TYPES OF PROJECTS

WORKS SCHEMES - involves construction of an item, or items of infrastructure;

SERVICE SCHEMES - provides a specific service or bundle of related services; and

SPECIAL PURPOSE FUND SCHEMES - where monies raised by the Special Rate or Charge go into a fund for a specified purpose and may be included in a mixture of works and/or services.

VCAT - Victorian Civil and Administrative Tribunal

Policy

POLICY STATEMENTS MEETING THE COMMUNITY PLAN STRATEGIC DIRECTIONS

Delivering modernised standards of infrastructure and services to support healthy, caring & inclusive community (strategic direction 1) and strong local economy (strategic direction 3)

The City aims to deliver a standard of infrastructure and services that ensures the connection, safety, wellbeing and prosperity of all members of the community. This in turn creates a healthier community by reducing isolation, encouraging physical activity and socialisation and strengthens the local economy.

To deliver infrastructure and services, nomination and support for areas needing improvement to be considered by the City under the Special Rate and Charge Scheme is welcomed.

Where possible, works and services delivered under a Special Rate and Charge Scheme will comply with relevant standards and guidelines and the *Local Government Act 1989*.

Supporting the City's sustainable growth & environment (strategic direction 2) and high-performing Council and organisation (strategic direction 4)

Due to the increasing population growth of Greater Geelong, there is expectation that infrastructure and services are provided to support the growing community and their needs.

A Special Rate and Charge Scheme may be initiated by the City or may be requested by property/business owners or residents. A Special Rate and Charge Scheme may be delivered to raise the standard of a specific service or an infrastructure to provide better amenity for its residents or in order to better respond to City growth. Without Special Rate and Charge Schemes, the upgrading or construction of new infrastructure or provision of services would be significantly delayed or never delivered.

Apportioning costs enables Council to balance its financial sustainability with benefiting communities/properties. Any cost adjustments will be confirmed in accordance with the requirements of the Act at the finalisation of the Scheme.

Apportionment of costs from a Special Rate and Charge Scheme is calculated in recognition of the benefit to the property owners and the local community. The classification of the road defines the ratio of Special Benefit and Community Benefit for the different asset classes.

Costs will be apportioned using information available to derive the proportion of special benefit gained by each individual party to the Scheme and community benefit.

Open and transparent engagement with the community

When engaging in a Scheme, the City aims to provide an open and transparent process, on a fair, reasonable and equitable basis and encourage landowner input.

To ensure the preparation of Special Rates and Charge Schemes follows the *Local Government Act 1989*, Council policy; and internal procedure, for all Schemes carried out.

As each Special Rates and Charge Scheme is unique, a consultation program shall be tailored to suit specific needs, meeting the requirements of Council's Community Engagement Policy.

The City, in considering a Scheme, may elect to adopt, abandon or modify a project. If a Scheme is abandoned, it generally won't be revisited for a minimum of 10 years from this decision or unless it's clearly demonstrated that community support has changed. To meet criteria 4 of the prioritisation framework, the majority of respondents aims to be assessed as >50%.

PRINCIPLES

The following principles underpin the City's Special Rates and Charges decision making.

As a principle the City will:	What will this look like in practice?
Consult and engage with the community and stakeholders	<p>The City aims to connect with the community and stakeholders in planning for new, upgraded or improved infrastructure or services for the community.</p> <p>The City commits to engage with the community to ensure the community has a voice.</p>
Be driven by evidence of need and the benefit to the community	<p>The City aims to take a purposeful and strategic approach to funding infrastructure or services that deliver meaningful community benefit and social impact.</p> <p>The City aims to ensure that decisions are aligned to the agreed provision standards, robust evidence and the requirements of the community.</p> <p>As a priority, the City aims to consider solutions that meet safety and mobility outcomes, the place-based needs of the community and focus on addressing social challenges, economic impacts and opportunities.</p>
Provide access to services where it is needed, in a timely way	<p>The City aims to ensure that service and infrastructure design, location, and support arrangements aims to address the needs and obstacles faced by the community.</p> <p>The City aims to ensure that the community has access to infrastructure, support and services where it is needed and as soon as practicable.</p>
Align decisions with Council's role, strategic priorities, and needs of the community	<p>The City aims to ensure that community spend is focussed on delivering on strategic objectives and priorities, while ensuring there are appropriate mechanisms to consider community led ideas and initiatives.</p> <p>The City aims to play a stronger role as an advocate, leader, facilitator, planner, monitor and part funder of new and upgraded services. The City aims to continue to fulfil a variety of roles as appropriate, including the support and delivery of new and upgraded infrastructure and services.</p> <p>If the City identifies the need for new or upgraded infrastructure but the contributing parties do not support the scheme, it may refer to Councils budget on a priority basis to identify if deliverable via an alternative financial means.</p> <p>The City aims to be fair and transparent in its funding priorities, processes and decision making, ensuring funding achieves best value.</p>
Demonstrate fairness and transparency in decision making	<p>The City aims to provide the community with a clear understanding of Council's role and how decisions are made to ensure that the community understands what is planned for the place that they live.</p>

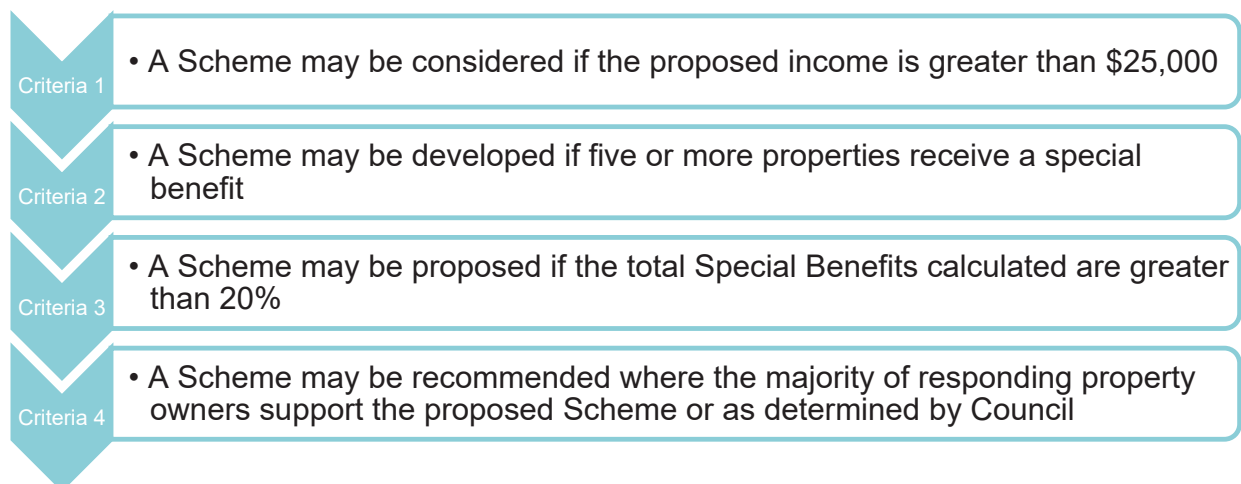
PRIORITISATION FRAMEWORK

The City aims to continue to ensure that its residents have the infrastructure they require. We aim to do this in partnership with the property owners by responding to the needs of the community whilst maximising the community benefit that can be achieved by utilising the Special Rate and Charge Scheme process.

When assessing the need for any proposed Special Rate and Charge Scheme, the Council and the City may take the following into consideration where appropriate:

- Background information including the numbers of property owners who support the proposal;
- Community and special benefits;
- Previously proposed Schemes;
- Existing conditions, the need for the project, considering matters of health, safety and amenity;
- Infrastructure provision priorities based on adopted strategic and asset management plans;
- The available options for staging and funding the project;
- A preliminary estimate and method of distributing costs;
- Be aware of any social, environmental, cultural or economic implications;
- Cost benefit to the greater community in assessing apportionment of public funds to the Scheme.

To determine if a Scheme proceeds, all relevant circumstances must be considered before the Scheme is put to the Council for approval. This includes determining the costs that may be levied on the property owners. This is guided by the following principles:



Should a proposed Scheme meet the criteria outlined above, further prioritisation for its delivery may be based on the City's strategic plans, master plans, 10 year asset plans and service plans.

Policy implementation

RESPONSIBILITIES

Party/Parties	Roles and Responsibilities
Councillors	<ul style="list-style-type: none"> Commit to the principles for Special Rates and Charge Schemes through leadership and decision-making. Endorse the Special Rates and Charge Scheme Policy and support its implementation.
Executive Leadership Team	<ul style="list-style-type: none"> Implement and ensure compliance with this policy
Officers involved in Special Rate and Charge Scheme planning, administration and delivery	<ul style="list-style-type: none"> Design and deliver best-practice and best value service and infrastructure that aligns with this policy, in consultation with Managers.
Coordinator Infrastructure Planning	<ul style="list-style-type: none"> Monitor the implementation of this policy and conduct periodic reviews to drive continuous improvement. Support Council to plan and deliver best practice when enhancing infrastructure to better our communities living standards.

MONITORING AND REPORTING

The City's commitment to the implementation of this Policy includes, but is not limited to:

- Provide a rolling 4-year Special Rates and Charges infrastructure plan in alignment with Council's Community Plan and the long-term financial plan; and
- Periodically review the economic development derived from commercial businesses for services provided through a Special Rates and Charges Scheme; and
- Conduct an annual review of Special Rates and Charges Scheme priorities.

ADVICE AND ASSISTANCE

The Responsible Officer: Coordinator Infrastructure Planning is responsible for advising the organisation about this policy, monitoring its implementation and assisting community members with questions about the policy.

A person who is uncertain how to apply and comply with this policy should seek advice from the Coordinator Infrastructure Planning or from their Manager.

RECORDS

The City must retain records associated with this policy and its implementation for at least the period shown below.

Record	Retention / Disposal Authority	Retention Period	Location
This policy	Governance Officer	Permanent	Rex (Approved and archived documents folders)
Feedback archives	Coordinator Infrastructure Planning	Permanent	ReX (document binder)

REVIEW

Council should review and, if necessary, amend this policy before 1 July 2025. A periodic review of this policy will also be undertaken to ensure necessary changes or updates are made in a timely manner.

References

- *Local Government Act 1989*
- *Local Government Act 2020*
- Infrastructure Design Manual (IDM)
- Community Plan 2021-2025

2.8. City of Greater Geelong and Changwon City Memorandum of Understanding

Source: City Planning & Economy
Director: Gareth Smith

Cr Kontelj declared a Conflict of Interest in Agenda Item 2.8 City of Greater Geelong and Changwon City Memorandum of Understanding in that the group of companies of which Cr Kontelj is a Director has a potential business relationship with Hanwah Corporation and left the meeting room prior to discussion at 7.57pm.

Purpose

1. To approve the Chief Executive Officer to progress a Memorandum of Understanding (MOU) between City of Greater Geelong and Changwon City, the Republic of South Korea.

Background

2. Changwon is a port city located at the southernmost part of the Korean peninsula and is the main industrial and manufacturing hub for South Korea. The city is home to recognised global companies such as LG and Hyundai and is also home to the Hanwha Corporation.
3. Hanwha Defence Australia (HDA) is a subsidiary of Hanwha Corporation and has been selected as the sole tender for the Commonwealth's Land 8116, a \$2 billion project to build and maintain 30 self-propelled howitzers and 15 armoured ammunition resupply vehicles. HDA is also one of two companies that has been selected by the Commonwealth to supply Land400 tanks to the Australian Defence Force. This contract is worth \$27 billion over 10 years. Hanwha has identified Geelong as its preferred location for manufacture and assembly of the vehicles creating up to 350 jobs. The announcement of Land400 tender is expected in 2022.

Key Matters

4. Officers from Changwon City and the City of Greater Geelong have met to investigate the opportunities, expectations and operations of a formal relationship between the two cities. Changwon City has approached the City to enter a MOU.
5. The MOU will have a focus on trade, education and cultural exchange. The MOU will be reviewed annually to assess the benefits of the arrangement for both cities.
6. It is expected that a City to City relationship will enhance and provide further opportunities for other major institutions in the Geelong region to leverage.
7. The Department of Foreign Affairs and Trade (DFAT) has no objections to the City of Greater Geelong entering into an MOU with Changwon City. Any arrangement would be considered non-core and the City of Greater Geelong is required to notify only the Minister for Foreign Affairs of the arrangement.

RESOLUTION - Item 2.8

Cr Murrphy moved, Cr Harwood seconded -

That Council:

- 1. Approve the Chief Executive Officer to progress a Memorandum of Understanding between the City of Greater Geelong and Changwon City; and**
- 2. Approve the Chief Executive Officer to advise the Minister for Foreign Affairs the intent of the City of Greater Geelong to proceed to enter into a Memorandum of Understanding under the terms of *the Australia's Foreign Relations (State and Territory Arrangements) Act 2020*.**

Carried

Financial Sustainability

8. There are no direct financial implications in entering into a MOU with Changwon City. The City resources required to manage the operations of the MOU would need to be absorbed by officers as a business as usual activity and would require commitment from multiple departments e.g. Economic Development, Youth, Arts and Culture.

Community Engagement

9. High level discussions have been held with a small number of institutions in the Geelong region that have the potential to benefit from a City to City relationship with Changwon City and all have been supportive of the approach. There has been no direct engagement with the community to seek feedback on progressing a MOU with Changwon City.

Social Equity and Sustainability

10. The draft MOU focusses on economic development, education and cultural exchange and is intended to support dialogue and opportunities between Geelong City and Changwon City. The MOU would be open to any organisation or group in the Geelong region that wishes to take advantage of the relationship with Changwon City.

Relevant Law/Policy/Legal Implications

11. Any proposed future international arrangement would need to comply with the *Australia's Foreign Relations (State and Territory Arrangements) Act 2020* (the Act). The Act fosters a systematic and consistent approach to foreign engagement across all levels of Australian government. It creates a scheme to ensure that arrangements between State or Territory Governments and foreign government entities do not adversely affect Australia's foreign relations and are not inconsistent with Australia's foreign policy.

Alignment to Community Plan and Vision

12. This report aligns with Our Community Plan 2021-2025 strategic priority:
Strong local economy.
13. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
A destination that attracts local and international visitors.
A prosperous economy that supports jobs and education opportunities.
Creative and diverse culture.

Conflict of Interest

14. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

15. DFAT has no objections to the City of Greater Geelong entering into an MOU with Changwon City. Any agreed MOU will include an annual review clause to assess the benefits of the MOU to both cities and the ability for both parties to terminate the MOU if required.

Environmental Sustainability

16. There are no environmental impacts associated with this report.

Attachments

Nil

2.9. Community Life Council Advisory Committees Annual Report 2021

Source: Community Life
Director: Robyn Stevens

Cr Kontelj re-entered the meeting room at 8.07pm

Purpose

1. To note the Community Life Council Advisory Committees Annual Report 2021.

Background

2. Advisory Committees play a significant and meaningful role supporting Councillors by providing specialist advice on community and Council priorities within their respective portfolios across the municipality.
3. This is achieved through identifying barriers to participation and inclusion in community and civic life, providing advice to Council on social equity principles of access, diversity, inclusion and equality and providing advice and information to Council on social, policy and political trends relevant to the City's key priorities.

Key Matters

4. Some key achievements for the committees in 2021 include:
 - 4.1. Kilangitj Aboriginal Advisory Committee - Council endorsement of the Uluru Statement from the Heart.
 - 4.2. Ageing Well Advisory Committee - Positive Ageing Strategy engagement and community feedback.
 - 4.3. Affordable Social Housing Advisory Committee - Consultation around the development of the community engagement strategy for the proposed Geelong Affordable Housing Trust for the purpose of social housing.
 - 4.4. Access and Inclusion Advisory Committee - Developing a strategic plan for Changing Places.
 - 4.5. Women in Community Life Advisory Committee - Hosting the International Women's Day online event and awards.
 - 4.6. Multicultural Action Plan Advisory Committee - Support for the local Afghan and Hazara communities during the Taliban takeover and subsequent turmoil.
5. A detailed report on the work of the Advisory Committees is included in Attachment.
6. Youth Council Advisory Committee provides separate quarterly reports to Council.

RESOLUTION - Item 2.9

Cr Mason moved, Cr Mansfield seconded -

That Council:

- 1. Note the Annual Report for the Community Life Council Advisory Committee; and**
- 2. Acknowledge the work of and thanks all Advisory Committee members.**

Carried

Financial Sustainability

7. Activities related to the work of Advisory Committees are funded by relevant departments within existing resources and budget. Any actions that require additional funding will form a business case as part of the annual budget process.

Community Engagement

8. The Advisory Committee membership consists of community representatives, a range of organisations and stakeholders.

Social Equity and Sustainability

9. Council Advisory Committees:
 - 9.1 play a significant and meaningful role supporting Councillors by providing specialist advice on community and Council priorities; and
 - 9.2 have strategic alliance and alignment to Councillor portfolios and Our Community Plan 2021-2025 priorities.

Relevant Law/Policy/Legal Implications

10. The work of the Advisory Committees aligns with:
 - 10.1 *Local Government Act 2020*;
 - 10.2 *The City of Greater Geelong Community Engagement Policy*;
 - 10.3 *The Victorian Charter of Human Rights and Responsibilities (2006)*;
 - 10.4 *REFLECT - Reconciliation Action Plan 2020-21*;
 - 10.5 *Access and Inclusion Action Plan 2018-2022*;
 - 10.6 *Ba-gurrk Gender Equity Framework 2019-2022*;
 - 10.7 *Social Housing Plan 2020-2040*;
 - 10.8 *Positive Ageing Strategy 2021-47*; and
 - 10.9 *Gender Equality Act 2020*.

Alignment to Community Plan and Vision

11. This report aligns with Our Community Plan 2021-2025 strategic priority: Healthy, caring and inclusive community.
12. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration: An inclusive, diverse, healthy and socially connected community.

Conflict of Interest

13. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

14. There are no high or extreme risks arising from the subject of this report.

Environmental Sustainability

15. There are no environmental implications arising from the subject of this report.

Attachments

1. Community Life Council Advisory Committees Annual Report [2.9.1 - 14 pages]

THE CITY OF
GREATER GEELONG

COMMUNITY LIFE COUNCIL ADVISORY COMMITTEES

—

ANNUAL REPORT 2021

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ACKNOWLEDGEMENT OF COUNTRY

Council Acknowledge the Wadawurrung People as the Traditional Owners of the Land, Waterways and Skies. We pay our respects to their Elders, past and present. We Acknowledge all Aboriginal and Torres Strait Islander people who are part of our Greater Geelong community today.

City of Greater Geelong is home to Victoria's largest Aboriginal and Torres Strait Islander community.

Greater Geelong lies within the lands of the Wadawurrung People, the Traditional Owners of the land that has been home to the oldest continuing culture in the world.

The City of Greater Geelong has a long history of working with the local Aboriginal Torres Strait Islander communities in the region, to promote the strength of the local First Nations culture as a vital aspect of the Geelong identity.

COVID-19 PANDEMIC

All Advisory Committees continued to meet and undertake activities adapting to the restrictions of the COVID-19 pandemic. Two-way information sharing resulted in several innovative and creative projects and activities delivered.

All Advisory Committees meetings were held online.

ENGAGEMENT 2021

This year has seen a proactive approach to engage with all Advisory Committee Members on key Council Have Your Say consultations.

This has included input into Council's strategies including the Economic Development Strategy and the Social Equity Framework.

Kilangitj Aboriginal Advisory Committee

BACKGROUND

Council resolved to form the Kilangitj Aboriginal Advisory Committee in February 2017. The primary purpose of the Committee is to provide advice to Council on how to conserve and promote the unique Aboriginal cultural heritage of Greater Geelong, and to act as an advocate for all cultural heritage matters within the Municipality.

The formation of the committee demonstrates the City's commitment to building strong partnerships with the Aboriginal Torres Strait Islander communities in the Geelong region.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The Kilangitj Aboriginal Advisory Committee acts in an advisory role to Council on Aboriginal matters across the municipality. It has no executive authority and operates in accordance with the terms of reference, which were adopted by Council in February 2017.

The terms of reference provide for a voting membership consisting of at least one Councillor (Chair), one representative from Wadawurrung Traditional Owners, Wathaurong Aboriginal Co-operative and other identified member organisations listed, two community representatives unaffiliated with any of these organisations and a non-Aboriginal Torres Strait Islander community group and City officers.

Member organisations can nominate an alternate delegate to ensure continuity of representation.

MEETINGS

The Committee meets four times a year with occasional working groups as required and report back to the Committee.

ACTIVITIES AND ACHIEVEMENTS

COVID-19 has once again impacted on many things this year and led to some clever and innovative achievements including the following activities guided by the Committee in 2021:

- Council endorsement of the Uluru Statement of the Heart was supported by the Committee following a request made by a member of the public. A report was presented to Council in March seeking support and this was carried unanimously in the Council chamber. A letter was prepared and sent to the Prime Minister.
- The launch of Reconciliation week in May 2021 commenced with a Welcome to Country performed by Corrina Eccles with Norm Stanley on the didgeridoo to a public audience. A rarity, due to the number of COVID-19 lockdowns during the year.
- The reconciliation digital projections comprised a show reel of animated Aboriginal Torres Strait Islander artwork prepared by inmates at Barwon, Karreenga and Marngoneet prisons. This was displayed on City Hall from 21 May to 6 June. The paintings were created with the support of The Torch Program, a state-wide program that employs Indigenous Arts Officers to support participants in prison to explore their cultural identity through art.
- The Committee was involved in NAIDOC Week events which included:
 - A virtual tour of the Geelong region. Developed together with Wadawurrung Traditional Owners Aboriginal Corporation and Wathaurong Aboriginal Co-operative.
 - A specially developed Geelong Australia web page featuring 23 selected sites that have significance not only to the local Aboriginal community but also to the wider community.
- A modification of the Reconciliation Week digital art projections was displayed on City Hall during NAIDOC each evening between 2-11 July.
- The City website promoted other organisations NAIDOC week events and activities that were occurring in our region.
- The Torres Strait Islander flag flew at City Hall in addition to the Aboriginal flag which is flown on a permanent basis during Reconciliation Week and NAIDOC Week.
- The Committee were informed of the new First Nations Heritage Grant Program, a new \$100,000 grant program initiated by Council to protect Aboriginal cultural heritage as defined in the Aboriginal Heritage Act 2006.
- The Reconciliation Australia questionnaire was completed in late September. This was the first annual report since the adoption of the Reflect RAP in 2020.

- A highlight this year was the City receiving the LGPro award under the Indigenous Community Partnership Initiative category for NAIDOC week 2020. The LGPro Awards for Excellence promote and celebrate the outstanding work being undertaken and delivered by individuals and teams working in Local Government in Victoria.
- Research best practice and principles that support partnerships with Aboriginal and Torres Strait Islander stakeholders and organisations.
- Establish a preferred communication strategy of engagement with Aboriginal stakeholder and organisation networks.
- Support the City to increase Councillor and staff understanding of the purpose and significance behind cultural protocols, including Acknowledgement of Country and Welcome to Country protocols.
- Conduct a review of cultural learning needs within our organisation.
- Coordinate a cultural celebration event on Close the Gap Day annually, encouraging staff and community to attend ensuring Aboriginal people are central in planning the event.

FUTURE ACTIVITIES

Advise and support the development of the City of Greater Geelong Innovate – Reconciliation Action Plan.

Provide advice for the review the current City of Greater Geelong Reflect - Reconciliation Action Plan activities throughout 2021.

Ongoing advice regarding the current priorities of the Reflect RAP. These include but are not limited to:

TABLE 1: KILANGITJ ABORIGINAL ADVISORY COMMITTEE MEMBERS

Organisation	Members
Wadawurrung Traditional Owners Aboriginal Corporation	Corrina Eccles, Traditional Owner Paul Davis, CEO (alt)
Wathaurong Aboriginal Co-Operative	Lisa Briggs, CEO (resigned) Simon Flagg
Barwon Health	Renee Owen, Program Manager Aboriginal Health
Department of Health and Human Services	Julie Jose
Geelong One Fire Reconciliation Group	Vicky Grosser
First Nations Community Members	Lowell Hunter Kaley Nicholson
City of Greater Geelong	Councillor Jim Mason, Chair Robyn Stevens, Director Community Life Janice Lane, Manager Healthy Communities Jane Wager, Co-ordinator Social Equity & Safety Kevin Krastins, Community Development Officer (resigned)

Ageing Well Advisory Committee

BACKGROUND

Council resolved to form the Ageing Well Advisory Committee in December 2019. The primary purpose of the Committee is to provide advice to Council on how to identify and advocate on issues impacting people as they age in the Municipality of Greater Geelong, and to inform the development of the Positive Ageing Strategy for the City.

The formation of the Committee demonstrates the City's commitment to including and advocating for people as they age in the Geelong region. The committee is chaired by Councillor Sarah Mansfield and met remotely for 2021.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The Ageing Well Advisory Committee acts in an advisory role to Council on issues impacting people as they age across the municipality. It has no executive authority and operates in accordance with the terms of reference, which were adopted by Council in December 2019.

The terms of reference provide for a voting membership consisting of at least one Councillor (Chair), interested older people representing a range of community interests and City Officers.

MEETINGS

The Committee meets quarterly. Working groups are formed as required and report back to the Committee.

ACTIVITIES AND ACHIEVEMENTS

COVID-19 has impacted on many things this year and led to some clever and innovative achievements including the following activities which involved the Committee:

- Informing the development and adoption of a Positive Ageing Strategy across the Municipality which was adopted by Council in September 2021.
- Advocating for improved railing at GMHBA Stadium through Kardinia Park trust.
- Seniors' Festival in 2021 moving to an 'at home' based event.
- Advocacy on the issue of ageism as it impacts people as they age in the City of Greater Geelong.

FUTURE ACTIVITIES

- Engagement and support for the 'Action Plan' linked to the Positive Ageing Strategy.
- Advocacy on ageism.
- Advocacy for capital improvements to public spaces that support the needs of people as they age for example the railing through the Kardinia Park Trust.

TABLE 2: AGEING WELL ADVISORY COMMITTEE MEMBERS

Organisation	Members
Community Members	Ross Morgan
	Carol Hofflin
	Ross Synot OAM, JP, GCSJ
	Diana Brown
	Patricia Kimtia
	Geraldine Hughes-Jones
	Toni Clarke
	Dr Alicia Kennedy BSc BVMS
City of Greater Geelong	Councillor Sarah Mansfield - Chair
	Robyn Stevens, Director Community Life
	Mary McGorry, Manager Community Care
	Leanne Hodder, Coordinator Health Equity & Planning
	Tanya Hall, Healthy Ageing Officer

Affordable Social Housing Advisory Committee

BACKGROUND

In February 2020 Council endorsed the City of Greater Geelong's Social Housing Plan 2020-2041. The plan encompasses a range of actions which included the establishment of an advisory committee to advise Council on the implementation of the plan including issues and activities related to social and affordable housing, and to provide feedback on opportunities for an increase in the supply of social and affordable housing in Greater Geelong.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The committee requires 6-12 community members who are interested or invested in social housing and who are committed to supporting the development of a new social housing growth strategy for the Greater Geelong region. This includes people with lived or associated experience, experience in community service provision, experience in planning, construction and delivery or funding and philanthropy.

The committee meets quarterly with additional working group and special meetings scheduled as required. The Affordable Social Housing Advisory Committee has initially been established for two years with an extension beyond two years to be reviewed and considered by Council.

ACTIVITIES AND ACHIEVEMENTS

The implementation of the Social Housing Plan 2020-2041 has required key foundational actions and innovative programs to which the committee has provided expert advice and feedback. The committee has completed four scheduled meetings, however, given the extent of work being undertaken under the plan, additional meetings have been required throughout 2021.

Key activities by the committee include:

- Providing advice in regard to the establishment of the Geelong Affordable Housing Trust to hold assets related to social housing. Council resolved to establish the trust in April 2021 in line with the advice provided by the committee.
- Establishing a working group to provide the content for the City of Greater Geelong's submission to the State Government's 10 Year Strategy for Social and Affordable Housing.

- Providing advice on matters related to negotiation approaches with private property developers including reviewing a proposal around value uplift.
- Providing advice on an approach to modelling the impact of social housing across the municipality.
- Providing input into a community engagement strategy currently in development. This strategy focuses on engaging the community around the transfer of council-owned land to the proposed Geelong Affordable Housing Trust for the purposes of social housing.
- Provided input into other Council's strategies including the Economic Development Strategy and the Social Equity Framework.
- Responding to the 'No Housing Options for Women' discussion paper.

FUTURE ACTIVITIES

Given the breadth of activity relating to the implementation of the Social Housing Plan 2020-2041, further input and advice will be required in late 2021 and throughout 2022. This includes:

- To further review the community engagement strategy and the model for estimating the impact of social housing across the municipality.
- Input to the establishment of the Geelong Affordable Housing Trust as it progresses.
- Advice and review of actions relating to the transfer of council-owned land for the purposes of social housing.
- Input and review of a communication and community awareness strategy to be developed in 2022.

TABLE 3: AFFORDABLE SOCIAL HOUSING ADVISORY COMMITTEE MEMBERS

Organisation	Members
Haven Home Safe	Trudi Ray
Deakin University	Louise Johnson
Department of Families, Fairness & Housing	Tony Jenkins Lisa Natoli
Homes Victoria	Bronwyn Meyrick
Salvation Army	Kerrie Crtalic
Give Where you Live	Bill Mithen
Community Members	Helen Mahar Grant Divall Natalie Walker
City of Greater Geelong	Councillor Sarah Mansfield Councillor Anthony Aitken Robyn Stevens, Director Community Life Janice Lane, Manager Healthy Communities Jessica Hurse, Manager Planning and Growth Jane Wager, Co-ordinator Social Equity & Safety Toby Crook, Social and Affordable Housing Policy Officer Sabine Proviliy, Coordinator Planning Delivery James Yeoh, Senior Strategic Planner – Social & Affordable Housing

Access & Inclusion Advisory Committee

BACKGROUND

The Access and Inclusion Advisory Committee was established by Council in 2003, and continues to offer a forum for structured dialogue, discussion and exchange of ideas regarding universal access and inclusion for people with a lived experience of disability.

Access and Inclusion Action Plan

Access and inclusion for all is the key driver behind *The City of Greater Geelong Access and Inclusion Action Plan 2018–22*. The plan describes how we're working towards a more accessible and inclusive community and culture. One of the roles of the Access and Inclusion Advisory Committee is to support the implementation of this plan.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The Terms of Reference guide the role and composition of the Committee, and potential members formally apply and are interviewed for a position on the Advisory Committee. The term of committee membership is for two years, and then positions are declared vacant, with the ability to reapply.

This Committee is integral to our operations and makes an invaluable contribution to both our organisation, as well as the community we serve.

The Access and Inclusion Advisory Committee advises us on matters affecting people with a lived experience of disability within the Greater Geelong municipality. It also supports the implementation of *The City of Greater Geelong Access and Inclusion Action Plan 2018–2022*.

The primary aim of the committee is to help us make disability access and inclusion part of our core business.

The committee operates according to the Committee Terms of Reference and does not have the authority to change council policies or procedures, it can however, provide advice and recommendations on policy changes as well as input into projects and programs

MEETINGS

The Committee meets every two months to advise on and support the implementation of the *Access and Inclusion Action Plan 2018-2022*, a plan for equitable access to goods, services and facilities across the municipality.

ACTIVITIES AND ACHIEVEMENTS

- Consultations and presentations including our new Civic Precinct, planned Positive Ageing Strategy, Social Infrastructure Plan, Rippleside Park Inclusive Play Space and Social Housing Plan.
- Changing Places Facilities and Strategy:
 - One of the goals of the *City's Access and Inclusion Plan 2018-2022* is to develop a strategic plan for Changing Places and to identify priority locations, as well as increase the number of community facilities with accessible toilets or Accessible Adult Change Facilities.
 - Changing Places are facilities for people with profound disability who require the use of a track hoist and adjustable adult change table for toileting. This means that the person with disability and family or carer can go out for extended periods of time without having to return home for appropriate toileting. Social events and opportunities can be enjoyed without limitations due to lack of facilities, and family/carers can change a person in suitable surroundings rather than needing to put a blanket on the floor of an accessible toilet floor in order to be changed.
 - There are currently 12 Changing Places facilities in Greater Geelong distributed across the four wards, and an additional seven facilities in planning stage.
- The following city assets were purchased and are available for community use:
 - Mobi-Chairs: Floating wheelchairs for use at beach or in rough terrain
 - Beach Matting: matting at Eastern beach to provide access to the water
 - Marveloo: Portable Changing Places Facilities
- Community Engagement with people with lived experience of disability and/or mental health challenges.
- Developing partnerships and collaborating with key stakeholders including Deakin University, Leisure Networks, Encompass Community Services, VALID, Scope, NDIA.

- Design and delivery of learning programs such as 'Understanding Disability Access and Inclusion' for City staff, community members, students, stakeholders, organisations, business owners/managers and their staff.
- Key Inclusion events include;
 - International Day of People with Disability
 - Having A Say Conference
 - Geelong Awards for People with Disability
 - My Story Project
 - Inclusion Week
 - Geelong Inclusive Sculpture
- Program development in identified areas of need e.g.: Parent's Autism Support Group Project, Young People with Disability.

FUTURE ACTIVITIES

In accordance with the committee terms of reference and ongoing role with supporting the Disability Access and Inclusion Action Plan, the Advisory Committee will continue to advise on Council responsibility within the Action Plan to:

- Reduce barriers to persons with a disability accessing goods, services and facilities.
- Reduce barriers to persons with a disability obtaining and maintaining employment.
- Promote inclusion and participation in the community of persons with a disability.
- Achieve tangible changes in attitudes and practice which discriminate against persons with a disability.
- Evaluate the achievements in the current plan and provide advice on the development of the new plan.

TABLE 4: ACCESS & INCLUSION ADVISORY COMMITTEE MEMBERS

Organisation	Members
Recurrent Community Members	Rob Kuebler
	Oliver Lynch
	Dr Simon Morris
	Rachel Thompson
	Alex Holland
	Ainslee Hooper
	Prof Richard Tucker
	Kristen Davie
	Tegan Whitten
	Steph Southby
Julie Brown	
City of Greater Geelong	Councillor Anthony Aitken, Chair
	Robyn Stevens, Director Community Life
	Guy Wilson-Browne, Director City Services
	Rhona Pedretti, Acting Manager Connected Communities
	Debbie Leeson-Rabie, Manager Engineering Services
	Emma Wheatland, Coordinator Community Inclusion
	Sandra Muratti, Senior Community Development Officer

Women in Community Life Advisory Committee (WiCLAC)

BACKGROUND

Established in 2013, the purpose of the Women in Community Life Advisory Committee (WiCLAC) is to provide advice to Council on matters relating to women's participation, representation and leadership in community life.

The Ba-gurrk Gender Equity Framework for the Greater Geelong Region, endorsed by Council in February 2019, informs the direction of WiCLAC.

Through the development of the Ba-gurrk Gender Equity Framework, the City has identified relevant current research, policy and community expectations to achieve gender equality. It addresses gender equity as a governance, community and organisational issue and will provide a guide to develop, implement and monitor actions.

WiCLAC strengthens Council's commitment to the Victorian Local Government Women's Charter, which was endorsed by Council in 2010.

The Victorian Local Government Women's Charter also provides direction to the Committee. Each key principle of this Charter assists to create a strong framework for action and change.

The Charter identifies support of three principles:

1. Gender Equity
2. Diversity
3. Active Citizenship.

In 2021 this commitment will be further supported by obligations set out in the *Gender Equality Act 2020*.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The Committee comes from a combined community development and human rights approach of working with, and supporting people 'where they are at', while recognising that every person has the right to take part in public affairs without discrimination (*Victorian Charter of Human Rights and Responsibilities Act 2006*). The Committee has no delegated authority.

The Committee consists of 10 –12 members plus City Officers. Membership of the Committee is open to both women and men. This recognises that to achieve gender equity, changes in all areas of communities, organisations

and government, understanding, commitment and effort will be required by both men and women.

The Committee must reflect the diversity of local communities and it is expected that they use their influence to impact change within their organisations, networks and the wider Geelong community.

MEETINGS

The Committee meets quarterly and provides advice to Council on barriers to women's participation, emerging women's issues, aspirations and initiatives to further progress gender equity in the Geelong community.

The committee has not met face to face in 2021 due to COVID-19, with meetings held virtually.

ACTIVITIES AND ACHIEVEMENTS

The following activities have been undertaken by the committee:

- Hosted the 2021 International Women's Day (IWD), an online event.
- Facilitated the IWD Awards with nominations in six award categories presented at the 2021 online celebration.
- 'Women Outstanding' a documentary celebrating the women nominees for 2021 IWD Award.
- Evaluated, reviewed and proposed enhancements for the 2022 IWD Awards and celebration.
- Provided advice and feedback regarding the implementation of the Victorian *Gender Equality Act 2020*.

FUTURE ACTIVITIES

The Committee has identified the following priorities for 2021 - 2022:

- Provide advice regarding the implementation of Gender COVID-19 Impact Report Action Plan.
- Provide advice responding to and addressing housing options for women in particular the lack of short term and crisis housing option for women experiencing family and domestic violence.
- Host the City's International Women's Day celebrations and awards in March 2022.
- Continue to provide advice regarding the implementation of the *Gender Equality Act 2020*.

TABLE 5: WOMEN IN COMMUNITY LIFE ADVISORY COMMITTEE MEMBERS

Organisation	Members
Community Members	Christine Couzens, MP
	Erica Wastell (resigned)
	Emily Kerr
	Emma Cvitak
	Jeni Wills
	Kara Tieman (membership on hold)
	Rachel Drady
	Shurlee Swain
	Simone Stevens
City of Greater Geelong	Councillor Belinda Moloney, Chair
	Robyn Stevens, Director Community Life
	Janice Lane, Manager Healthy Communities
	Jane Wager, Coordinator Social Equity & Safety
	Julie Spec, Gender Equity Officer (Jan – May)
	Rebecca Callahan, Gender Equity Officer (June – Dec)

Multicultural Action Plan Advisory Committee (MAPAC)

BACKGROUND

The City endorsed the formation of the Multicultural Action Plan Working Group, which subsequently became an advisory committee through a Council resolution in 2010.

The Multicultural Action Plan Advisory Committee (MAPAC) provided advice and guidance to Council in the development and implementation of the City's inaugural Multicultural Action Plan 2011-2014.

The Committee has played a critical role to contribute to the planning and development of the Multicultural Action Plan 2018- 2022 and continues to provide advice on the implementation, promotion of the MAP and supports the City to celebrate successes, milestones and participation of the multicultural community in civic life.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The central function of MAPAC is to provide advice and guidance to Council, special committees or staff with delegated powers on multicultural affairs in the implementation of the City's Multicultural Action Plan 2018-2022 and any ensuing plans and policies related to the multicultural community.

The MAPAC is an advisory committee to the City of Greater Geelong, and does not have delegated authority, reporting to Council as required.

The current Committee consists of up to 12 community members, with a minimum of seven, including Council Officers.

MEETINGS

The Committee meets quarterly and provides advice to Council on barriers to participation, emerging issues, aspirations and initiatives to further progress multiculturalism in the Geelong community.

ACTIVITIES AND ACHIEVEMENTS

The following key milestones have been achieved with the guidance and support of the MAPAC:

- Advised, connected and shared information and resources for CALD communities regarding the COVID-19 pandemic, restrictions and vaccination.
- Promoting and providing in-language information for the City grants programs and other grant opportunities for CALD community groups.
- Online events and celebration of Diversity Week, Harmony Day and Refugee Week in 2021.
- Support for local Afghan and Hazara communities during the Taliban takeover and subsequent turmoil.
- Advice to the development of the City Diversity and Inclusion policy and Social Equity Framework.
- Promotion of the partnership with the Victorian Equal Opportunities and Human Rights Commission on the Reducing Racism Project (delayed due to COVID-19)
- Promotion of the partnership with Victorian Multicultural Commission, Diversitat, Migrant Workers Centre and WorkSafe on the Safety at Work program.
- Support to the partnership with Assembled Threads and Diversitat to launch a women's textile employment pathway.
- Promotion and support to the CALD All Women's and All Men's swimming programs (COVID-19).
- Partnership with Wellways and Diversitat to produce in-language resources on how to access mental health support.
- Members valued the opportunity to connect and network with others.
- Active participation and support to CALD youth initiatives at the fOrT Youth Centre, Corio with new partnerships and activities responding to the COVID-19.
- Completed the development of two short animation films with Barwon Community Legal Service, regarding Young People's Rights and Responsibilities with Police and PSO's.
- New program beginning with NBC and Vic Pol, engagement and connections for some Year 7 and 8's, who have been identified as experiencing challenges with schooling and social connections – commencing this term and will continue in 2022.
- Commence a weekly Afghan Youth Group.
- Advised on the implementation of the *Multicultural Action Plan 2018-2022*. Including participation in a facilitated workshop to identify Multicultural Action Plan priority areas.

FUTURE ACTIVITIES

The following activities have been identified for 2022:

- Cultural Diversity, Harmony Day and Refugee Week initiatives in 2022 to raise awareness and celebrate Geelong's diversity.
- Multi-agency approach to the development of the of the *Multicultural Action Plan 2022-2026*.
 - Support the City to increase Councillor and staff understanding of the purpose and significance of multi-culturalism in Greater Geelong.
- Ongoing support and promotion of the:
 - COVID-19 activities ensuring the engagement of CALD communities.
 - CALD Women's and Men's Swimming programs at Waterworld.
 - Safety at Work program.
 - Reducing Racism Project.
 - Youth programs.

TABLE 6: MULTICULTURAL ACTION PLAN ADVISORY COMMITTEE MEMBERS

Organisation	Members
Diversitat	Meril Perera Prehashini Joseph
Geelong Ethnic Communities Council	Dr Linda Petkovic
Victoria Police	Peter Nichols
Multicultural Aged Care Services Geelong	Luba Prysak
Deakin University	Lisa Loney
Islamic Society of Geelong	Shaykh Mohammad Ramzan, Director Education & Imam
Geelong Interfaith Network	Vanessa Wooley Farhang Afshar (alt)
Community Members	Mukhles Habash
City of Greater Geelong	Councillor Jim Mason - Chair Robyn Stevens, Director Community Life Janice Lane, Manager Healthy Communities Jane Wager, Co-ordinator Social Equity & Safety Jane McIntosh, Community Development Officer Danielle Parker, Youth Development Officer

2.10. Proposed Lease to Powercor - Part of 110-122 Unity Drive, Mount Duneed

Source: Customer & Corporate Services
Director: Michael Dugina

Purpose

1. To advise Council of the outcome of the community engagement and section 115(4) of the *Local Government Act 2020* process relating the proposed lease to Powercor Australia Limited (Powercor) for the site of a power substation at 110-122 Unity Drive, Mount Duneed, for a term of 30 years with one further term of 20 years.

Background

2. A power substation is required to be installed in the lease area of the new Armstrong Creek West Community Hub currently under construction at 110-122 Unity Drive, Mount Duneed as shown attached.
3. Powercor require the Greater Geelong City Council (City) to enter into a lease for the area within the community hub, for a term of 30 years with one further term of 20 years to protect Powercor's asset.
4. The Powercor substation is necessary to provide adequate electrical supply to the premises.
5. Council approved the commencement of the statutory process in accordance with section 115(4) *Local Government Act 2020* and its Community Engagement Policy at the Council meeting on 26 October 2021 in respect of the proposal to enter the lease.

Key Matters

6. Community engagement was undertaken; submissions were invited, and one submission was received. The submission has since been withdrawn following further clarification on the aesthetics of the proposed substation. The submitter is now supportive of the installation of the proposed substation.

RESOLUTION - Item 2.10

Cr Harwood moved, Cr Nelson seconded -

That Council:

- 1. Note the outcome of the community engagement process for the proposed lease of land at 110-122 Unity Drive, Mount Duneed to Powercor Australia Limited;**
- 2. Authorise the City to enter into a lease with Powercor Australia Limited for a term of 30 years with one further term of 20 years for the lease area to locate a power substation site on part of the premises 110-122 Unity Drive, Mount Duneed; and**
- 3. Authorise the Chief Executive Officer or delegate to sign all documents to complete the lease of the land.**

Carried

Financial Sustainability

7. Powercor is responsible for maintaining the substation for the term of the lease and any period of overholding. The City is not required to budget for any expenses.
8. The City shall not charge a lease fee, in line with other agreements with Powercor.

Community Engagement

9. Community engagement was undertaken in accordance with the Community Engagement Policy to consider the proposed lease. This provided an opportunity for the community to provide its feedback to Council on the proposal.
10. Public notice and community engagement were undertaken by publishing a notice in the Geelong Times on 28 October 2021 and the Geelong Australia website via Have Your Say from 28 October 2021 to 26 November 2021.
11. Submissions were invited and one submissions were received, but has since been with withdrawn.

Social Equity and Sustainability

12. There are no social equity considerations.

Relevant Law/Policy/Legal Implications

13. Council complied with section 115 of the *Local Government Act 2020* which requires that, as the proposed lease is for a term of greater than 10 years, community engagement must be undertaken in accordance with the Council's Community Engagement Policy in respect of the proposal, to inform decision making on whether to enter the lease.

Alignment to Community Plan and Vision

14. This report aligns with Our Community Plan 2021-2025 strategic priority:
Strong local economy.
15. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
A leader in developing and adopting technology.

Conflict of Interest

16. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

17. The substation enclosure proposed shall comply with all building codes, regulations and Powercor standards.
18. The lease establishes Powercor's management rights and obligations for its asset to mitigate risks to the City.

Environmental Sustainability

19. The project in which the substation will service is seeking a green star certification and as such will ensure compliance with green star requirements.

Attachments

1. PLAN - Powercor Sub Station Leased Area - 110-122 Unity Drive, Mount Duneed
[2.10.1 - 1 page]

		<p style="text-align: center; font-weight: bold; font-size: small;">OFFICE USE ONLY</p> <hr/> <p style="text-align: center; font-weight: bold; font-size: small;">NOTATIONS</p> <p>LEASE PLAN REQUIRED IN FAVOUR OF POWERCOR AUSTRALIA Ltd</p> <p>L-1 LEASE FOR KIOSK TYPE SUBSTATION LEASE AREA: 35m²</p> <hr/> <p>THE SERVIENT TITLE Vol.11553 Fol.391 SHOWN ENCLOSED BY CONTINUOUS THICK LINES LAST PLAN REF: LOT CC ON PS709524N MELWAY MAP REF:</p> <hr/> <p style="text-align: center; font-weight: bold; font-size: small;">CERTIFICATION OF SURVEYOR</p> <p>I, <u>RICHARD DAVID HOCKLEY</u> of <u>4A Ormond Road, East Geelong, Vic 3219</u></p> <p><i>certify that this plan has been prepared from a survey made under my direction and supervision in accordance with the Surveying Act 2004 and completed on 06/03/2019, that this plan is accurate and correctly represents the adopted boundaries and that the survey accuracy accords with that required by regulation 7(1) of the Surveying (Cadastral Surveys) Regulations 2015.</i></p> <p>Date <u>04/10/2021</u></p> <div style="text-align: right;"> <i>Richard David Hockley</i> Licensed Surveyor, Surveyors Act 2004 </div>								
<p style="font-weight: bold; font-size: small;">PLAN FOR CREATION OF LEASE</p> <p>COUNTY: GRANT PARISH: DUNEED SECTION: 12 CROWN ALLOT: F (PT), G (PT) & N (PT)</p>		<p style="font-size: x-small;">NUMBER OF SHEETS IN PLAN: 1 NUMBER OF THIS SHEET : 1</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: x-small;"> <tr> <td style="text-align: center;">SCALE</td> <td style="text-align: center;">ORIGINAL</td> </tr> <tr> <td style="text-align: center;"> LENGTHS ARE IN METRES </td> <td style="text-align: center;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">SCALE</td> <td style="width: 50%;">SHEET SIZE</td> </tr> <tr> <td style="text-align: center;">1:800</td> <td style="text-align: center;">A3</td> </tr> </table> </td> </tr> </table>	SCALE	ORIGINAL	 LENGTHS ARE IN METRES	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">SCALE</td> <td style="width: 50%;">SHEET SIZE</td> </tr> <tr> <td style="text-align: center;">1:800</td> <td style="text-align: center;">A3</td> </tr> </table>	SCALE	SHEET SIZE	1:800	A3
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<p>LEASE REFERENCE No: X8940</p>	<p>SURVEYORS REF: 2309-05 VERSION 1</p>	<p>SUBSTATION NAME: No: KIOSK LEASE PLAN 110-122 UNITY DRIVE, MOUNT DUNEED</p>								
		<p style="text-align: center; font-weight: bold; font-size: small;">OFFICE USE ONLY</p>								

2.11. Tender T2100082 - Armstrong Creek West Community Hub - Construction

Source: Customer & Corporate Services
Director: Michael Dugina

Cr Kontelj declared a Conflict of Interest in Agenda Item 2.11 Tender T2100082 - Armstrong Creek West Community Hub - Construction in that the proposed tenderer is a customer of the business of which Cr Kontelj is a Director and left the meeting room prior to discussion at 8.19pm.

Purpose

1. To award Contract C2100082 for the Armstrong Creek West Community Hub – Construction to Fairbrother Pty Ltd (ABN 51 009 510 561).

Background

2. The Armstrong Creek West Community Hub is one of a number of community facilities which the City of Greater Geelong is required to develop in response to the current and future needs of local children, families and residents within the Armstrong Creek Growth Area.
3. It is identified as a key Developer Contribution Plan (DCP) infrastructure item to be delivered to service the community of Armstrong Creek West.
4. Perkins Architects were appointed by Council in February 2019 to complete the design of the facility.

Key Matters

5. The Procurement Services unit administered an open tender process on behalf of Capital Projects for the construction phase of the Armstrong Creek West Community Hub.
6. The submissions were evaluated in accordance with the processes detailed in the City's 'Procurement and Contracts Manual'.
7. Based on the tenderer's project experience, expertise, value for money and project risks the Tender Evaluation Panel recommend that Fairbrother Pty Ltd be awarded the contract for the provision of these work.
8. Subject to Council awarding the Contract, the project will commence 11 January 2022.
9. The lump sum price for the delivery of the project is \$11,450,022.19 excluding GST.

RESOLUTION - Item 2.11

Cr Nelson moved, Cr Moloney seconded -

That Council:

- 1. Award Contract C2100082 to Fairbrother Pty Ltd (ABN 51 009 510 561) for the Armstrong Creek West Community Hub - Construction for the tendered lump sum price of \$11,450,022.19 excluding GST; and**
- 2. Authorise to the Chief Executive Officer to execute Contract No. C2100082 and any other documents required by or to give effect to the terms of the Contract on behalf of Council.**

Carried

Financial Sustainability

10. The project has come in within the allocated budget.
11. The project has \$2,250,000 funding from the State Government.
12. The rest of the project is funded by the City of Greater Geelong.

Community Engagement

13. Due to being a key Developer Contribution Plan (DCP) item, there was no community engagement opportunities.
14. This tender was a standard construction project which did not have any opportunities for collaboration.

Social Equity and Sustainability

15. The facility will service the entire community, including:
 - 15.1. A 66 place kindergarten consisting of 2 x 33 place playrooms (including requisite indoor and outdoor facilities);
 - 15.2. A 33 place 3 year old kinder / multi-purpose room for playgroups and group programs including an outdoor playground area, large storeroom and kitchenette;
 - 15.3. Maternal Child Health consulting rooms (including requisite indoor facilities);
 - 15.4. Family support consulting room;
 - 15.5. Parent lounge; and
 - 15.6. Public toilets (including all access, unisex ambulant and ambulant toilet facilities and nappy changing facilities).

Relevant Law/Policy/Legal Implications

16. This tender was advertised in accordance with the requirements of section 186 of the *Local Government Act 1989* and the tender process has been conducted in accordance with the City's Procurement Policy.

Alignment to Community Plan and Vision

17. This report aligns with Our Community Plan 2021-2025 strategic priority:
Healthy, caring and inclusive community.
Strong local economy.
Sustainable growth and environment.
18. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
An inclusive, diverse, healthy and socially connected community.
Development and implementation of sustainable solutions.
Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

19. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

20. The tender evaluation process involved the assessment of work, health and safety policies, procedures and risk assessment documents.

Environmental Sustainability

21. This project will be a certified “Design & As Built” 5 Star Green Star by Green Building Council of Australia. This is an independent verification that demonstrates the building’s design and construction has achieved a 5 Star rating.

Tender Details

Contract Details

22. Contract C2100082: Armstrong Creek West Community Hub – Construction.

Invitation to Tender

23. The City issued an open tender T2100082, closing 2pm Friday 22 October 2021, seeking to appoint a suitably qualified and experienced contractor to undertake works associated with the Armstrong Creek West Community Hub project.

Table 1 Invitations to Tender

Medium	Date Advertised
Geelong Times (including Armstrong Creek Times & Bellarine Times)	Saturday 11 September 2021
eProcure	Saturday 11 September 2021

Tender Evaluation Panel

24. The Tender Evaluation Panel comprised the following staff and external advisors:

Table 2 Tender Evaluation Panel

Position Title	Panel role
Procurement Specialist	Chair
Manager Capital Projects	Member
Coordinator Capital Projects	Member
Project Manager, Capital Projects	Member
Quantity Surveyor	Advice
Project Architect	Advice
Probity Advisor	Advice

Tender Submissions

25. Tenders had to meet the following mandatory criteria:
- 25.1. OH&S system – if the tenderer’s OH&S processes and procedures do not meet a minimum standard determined by the City, the tenderer will not be considered for the contract;
 - 25.2. Must have completed a project as the head contractor of a 4 star or greater green star building, which has achieved Design & As Built 4 star (or greater) certification through the Green Building Council; and
 - 25.3. Must have completed equivalent works as the head contractor exceeding \$8,000,000 (ex GST) in the past 5 years.

Table 3 Tender Submissions Received

Tender		Conforming tender
A	Fairbrother Pty Ltd	Yes
B	Tender B	Yes
C	Tender C	Yes
D	Tender D	Yes
E	Tender E	No

Tender Evaluation

26. The Tender Evaluation Panel used the following qualitative criteria (in order of weighting):

Table 4 Comparative Criteria Weighting

Comparative Criteria	Weighting %
Methodology/plan for performing contract	50
Capability and experience, including past performance	20
Proposed project resourcing	10
Economic & local content contribution (mandatory)	10
Systems management (health & safety, environment & quality management)	10

27. The tender was evaluated by the tender evaluation panel in a two staged process:

27.1. Qualitative assessment of a weighted score totalling 100%; and

27.2. Evaluation of price against weighted score:

VFM = Tendered Price ÷ Weighted Score (lowest VFM Score = preferred supplier).

28. Fairbrother Pty Ltd were deemed the best value for money tenderer, demonstrating best value for money for the City, and placing them as the preferred.

Tender Evaluation Scores

29. At the conclusion of the evaluation the tenders were ranked in the following order:

Table 5 Tender Evaluation Scores

Tender	Rank
# Fairbrother Pty Ltd	1
# Tender B	2
# Tender C	3
# Tender D	4

Post Tender Contact

30. The tender evaluation panel sought clarifications in writing prior to an interview with Fairbrother Pty Ltd and Tender B. These clarifications were regarding construction program, methodology and value management options.

Probity

31. The City engaged the services of a probity advisor to provide independent, experienced and objective probity advice.
32. No probity issues were identified.

Attachments

Nil

2.12. Tender T2100092 - North Bellarine Aquatic Centre - Construction

Source: Customer & Corporate Services
Director: Michael Dugina

Cr Kontelj re-entered the meeting room at 8.16pm

Purpose

1. To award Contract C2100092 for the North Bellarine Aquatic Centre – Construction to Kane Constructions Pty Ltd (ABN 49 007 354 396).

Background

2. The Federal Government committed \$10,000,000 to construct an outdoor 50 metre pool in Drysdale in August 2020.
3. The City committed to funding the remaining \$5,150,000 for the project in April 2021.
4. The design of the facility was completed by Mantric Architecture in September 2021.

Key Matters

5. The Procurement Services unit administered an open tender process on behalf of Capital Projects for the construction phase of the North Bellarine Aquatic Centre.
6. The submissions were evaluated in accordance with the processes detailed in the City's 'Procurement and Contracts Manual'.
7. Based on the tenderer's similar project experience, expertise, value for money and project risks the Tender Evaluation Panel recommend that Kane Constructions Pty Ltd be awarded the contract for the provision of these works.
8. Subject to Council awarding the Contract, the project will commence 31 January 2022.
9. The lump sum price for the delivery of the project is \$13,034,581 excluding GST.

RESOLUTION - Item 2.12

Cr Sullivan moved, Cr Nelson seconded -

That Council:

1. **Award Contract C2100092 to Kane Constructions Pty Ltd (ABN 49 007 354 396) for the North Bellarine Aquatic Centre - Construction for the tendered lump sum price of \$13,034,581.00 excluding GST; and**
2. **Authorise to the Chief Executive Officer to execute Contract No. C2100092 and any other documents required by or to give effect to the terms of the Contract on behalf of Council.**

Carried

Financial Sustainability

10. The tender is within the allocated budget. The remaining budget will be allocated to internal and external related project costs.

Community Engagement

11. Multiple community engagement sessions have been held during the design process. Where possible, feedback has informed the project design. However, this has been limited by the requirements of the Federal Funding Agreement.
12. A large and comprehensive Cultural Heritage Management Plan (CHMP) is being developed for the pool site with input from the Wadawurrung Traditional Owners. The Wadawurrung have been consulted during each phase of the CHMP and will provide final approval for it, prior to works starting on site.
13. This tender was a standard construction project which did not have any opportunities for collaboration.

Social Equity and Sustainability

14. The design has considered the principles of universal access in all elements of the design.
15. The project has been reviewed by an accredited access and disability consultant whose feedback has been fed back into the design.
16. Facilities are designed and provide for disability abilities access across the site, from arrival point to change facilities and pool entry.
17. The project design has also been reviewed by Life Saving Victoria and includes all required safety and disability features.

Relevant Law/Policy/Legal Implications

18. This tender was advertised in accordance with the requirements of section 186 of the *Local Government Act 1989* and the tender process has been conducted in accordance with the City's Procurement Policy.

Alignment to Community Plan and Vision

19. This report aligns with Our Community Plan 2021-2025 strategic priority:
Healthy, caring and inclusive community.
Strong local economy.
Sustainable growth and environment.
20. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
A prosperous economy that supports jobs and education opportunities.
Development and implementation of sustainable solutions.
Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

21. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

22. The tender evaluation process involved the assessment of work, health and safety policies, procedures and risk assessment documents.

Environmental Sustainability

23. The project does not include any gas appliances and there is no gas supply to the site. The site is fully electric, including all of the pool plant equipment. Council has a current electricity contract which provides 100% offset of carbon emissions.
24. Solar panels are included on the roof. The project employs a number of passive and technology sustainable design elements such as fixed sunshades; thermal double-glazing; rain water harvesting; additional insulation above National Construction Code requirements; specification of locally sourced materials; sensor operated lighting; timer tap controls and aquatic pool blankets to reduce evaporation, which all contribute to reducing energy demand.
25. The project also includes a significant amount of tree planting, bicycle facilities, and electric vehicle charging stations in the car park.

Tender Details

Contract Details

26. Contract C2100092: North Bellarine Aquatic Centre – Construction.

Invitation to Tender

27. The City issued an open tender T2100092, closing 2pm Friday 22 October 2021, seeking to appoint a suitably qualified and experienced contractor to undertake works associated with the North Bellarine Aquatic Centre project.

Table 1 Invitations to Tender

Medium	Date Advertised
Geelong Times (including Armstrong Creek Times & Bellarine Times)	Saturday 11 September 2021
eProcure	Saturday 11 September 2021

Tender Evaluation Panel

28. The Tender Evaluation Panel comprised the following staff and external advisors:

Table 2 Tender Evaluation Panel

Position Title	Panel role
Procurement Specialist	Chair
Manager Capital Projects	Member
Project Manager, Capital Projects	Member
Facilities Operations Coordinator	Member
Quantity Surveyor	Advice
Project Architect	Advice
Project Architect	Advice
Probity Advisor	Advice

Tender Submissions

29. Tenders had to meet the following mandatory criteria:
- 29.1. OH&S system – if the tenderer’s OH&S processes and procedures do not meet a minimum standard determined by the City, the tenderer will not be considered for the contract;
- 29.2. Must have completed equivalent works as the head contractor of an aquatic centre, with a 50m pool, to a contract value greater than \$10 million in the past five (5) years.

Table 3 Tender Submissions Received

Tender		Conforming tender
A	Kane Constructions Pty Ltd	Yes
B	Tender B	Yes
C	Tender C	No
D	Tender D	No

Tender Evaluation

30. The Tender Evaluation Panel used the following qualitative criteria (in order of weighting) to assess the submissions:

Table 4 Comparative Criteria Weighting

Comparative Criteria	Weighting %
Methodology/plan for performing contract	30
Capability and experience, including past performance	30
Proposed project resourcing	15
Economic & local content contribution (mandatory)	10
Risk identification and mitigation	10
Quality management policy; quality and audit systems	5

31. The tender was evaluated by the tender evaluation panel in a two staged process:
- 31.1. Qualitative assessment of a weighted score totalling 100%; and
- 31.2. Evaluation of price against weighted score:
- $$\text{VFM} = \text{Tendered Price} \div \text{Weighted Score (lowest VFM Score = preferred supplier).}$$
32. Kane Constructions Pty Ltd were deemed the best value for money tenderer, demonstrating best value for money for the City, and placing them as the preferred.

Tender Evaluation Scores

33. At the conclusion of the evaluation the tenders were ranked in the following order:

Table 5 Tender Evaluation Scores

Tender	Rank
# Kane Constructions Pty Ltd	1
# Tender B	2

Post Tender Contact

34. The tender evaluation panel sought clarifications in writing prior to an interview with Kane Constructions Pty Ltd regarding their construction program, methodology, inclusions and contract departures.

Probity

35. The City engaged the services of a probity advisor to provide independent, experienced and objective probity advice.
36. No probity issues were identified.

Attachments

Nil

2.13. Tender T2100093 Northern Aquatic & Community Hub - Construction

Source: Customer & Corporate Services
Director: Michael Dugina

Purpose

1. To award Contract C2100093 for the construction of the Northern Aquatic and Community Hub to Kane Constructions Pty Ltd (ABN 49 007 354 396).

Background

2. The project has \$8,500,000 funding from the State Government and \$8,262,225 from the Federal Government.
3. The City of Greater Geelong has committed to fund the remainder of the project (\$44,778,775).
4. The design of the facility was completed by DWP Architecture in November 2019.

Key Matters

5. The Procurement Services unit undertook an expression of interest process, followed by a select tender, on behalf of Capital Projects for the construction phase of the Northern Aquatic and Community Hub.
6. The submissions were evaluated in accordance with the processes detailed in the City's 'Procurement and Contracts Manual'.
7. Based on the tenderer's past project experience, expertise and value for money the Tender Evaluation Panel recommends that Kane Constructions Pty Ltd be awarded the contract.
8. Subject to Council awarding the Contract, the works will commence on 2 February 2022.
9. The lump sum price for the delivery of the project is \$54,729,878 excluding GST.

RESOLUTION - Item 2.13

Cr Aitken moved, Cr Grzybek seconded -

That Council:

1. **Award Contract C2100093 to Kane Constructions Pty Ltd (ABN 49 007 354 396) for the Northern Aquatic and Community Hub - Construction for the tendered lump sum price of \$54,729,878.00 excluding GST; and**
2. **Authorise to the Chief Executive Officer to execute Contract No. C2100093 and any other documents required by or to give effect to the terms of the Contract on behalf of Council.**

Carried

Financial Sustainability

10. The tender is within the allocated budget. The remaining budget will be allocated to internal and external related project costs.

Community Engagement

11. Multiple community engagement sessions have been held during the design process, with over 40+ community groups engaged throughout this process. Where appropriate, feedback has informed the project design.
12. The local representatives of the Wathaurong Traditional Owners participated in the community consultation process. The Wathaurong provided feedback on the colour scheme and integration of the colours of the local flora and fauna on the design.
13. This tender was a standard construction project which did not have any opportunities for collaboration.

Social Equity and Sustainability

14. The project has considered the principles of universal access in all elements of the design.
15. The project has been reviewed by an accredited access and disability consultant whose feedback has been incorporated into the design.
16. Facilities are designed and provide for disability access across the site, from arrival point to change facilities and pool entry.
17. The project design has been reviewed by Life Saving Victoria and includes all required safety and disability features.
18. The facility is placed in a low socio-economic area of Geelong and aims to make health, wellbeing and community facilities of a high standard, accessible to that community.
19. This state of the art facility will provide a new entryway to Geelong and cater for the diverse community of Corio, Norlane, Rosewall, North Shore and beyond.

Relevant Law/Policy/Legal Implications

20. This tender was advertised in accordance with the requirements of section 186 of the *Local Government Act 1989* and the tender process has been conducted in accordance with the Council's Procurement Policy.

Alignment to Community Plan and Vision

21. This report aligns with Our Community Plan 2021-2025 strategic priority:
Healthy, caring and inclusive community.
Strong local economy.
Sustainable growth and environment.

22. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:
- A prosperous economy that supports jobs and education opportunities.
 - Development and implementation of sustainable solutions.
 - Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

23. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

24. The tender evaluation process involved the assessment of work, health and safety policies, procedures and risk assessment documents.

Environmental Sustainability

25. This project will be a certified “Design & As Built” 5 Star Green Star by Green Building Council of Australia. This is an independent verification that demonstrates the building’s design and construction has achieved a 5 Star rating. The design component has already achieved the certification of 5 Star Green Star in Design. Some elements of the 5 Star Green Star component to this project include; low carbon products, solar panel installation, tree planting, bicycle facilities and electric vehicle charging stations in the car park.

Tender Details

Contract Details

26. Contract C2100093: Northern Aquatic and Community Hub - Construction

Invitation to Tender

27. The City issued a select tender T2100093, closing 2pm Monday 11 October 2021, seeking to appoint a suitably qualified and experienced contractor to undertake works associated with the Northern Aquatic and Community Hub project.

Table 1 Invitations to Tender

Medium	Date Advertised
eProcure	Saturday 26 August 2021

Tender Evaluation Panel

28. The Tender Evaluation Panel comprised the following staff and external advisors

Table 2 Tender Evaluation Panel

Position Title	Panel role
Senior Procurement Specialist	Chair (non-voting)
Manager Capital Projects	Member (voting)
Project Manager, Capital Projects	Member (voting)
Director Community Life	Member (voting)
Manager Leisure & Recreation	Member (voting)
Consultant - Quantity Surveying	Advice (non-voting)
Consultant - Design	Advice (non-voting)
Consultant - Probity	Advice (non-voting)

Tender Submissions

29. Tenderer's had to meet the following mandatory criteria:

- 29.1. OH&S system – if the tenderer's OH&S processes and procedures do not meet a minimum standard determined by the City, the tenderer will not be considered for the contract.

Table 3 Tender Submissions Received

Tender	Conforming tender
A Kane Constructions Pty Ltd	Yes
B Tender B	Yes
C Tender C	Yes
C Tender D	Yes

Tender Evaluation

30. The Tender Evaluation Panel used the following qualitative criteria (in order of weighting) to assess the submissions:

Table 4 Comparative Criteria Weighting

Comparative Criteria	Weighting %
Project written methodology for delivery	25
Project plan/program	25
Project staff	20
Project subcontractors/suppliers	15
Local content (Project local contribution)	10
Carryover score from EOI (Capability & experience)	5

Tender Evaluation Scores

31. The tender was evaluated by the tender evaluation panel in a two staged process:
- 31.1. Qualitative assessment of a weighted score totalling 100%; and
- 31.2. Evaluation of price against weighted score:
- VFM = Tendered Price ÷ Weighted Score (lowest VFM Score = preferred supplier).
32. Kane Constructions Pty Ltd were deemed the preferred tenderer, demonstrating best value for money for the City of Greater Geelong.

Table 5 Tender Evaluation Scores

Tender		Rank
A	Kane Constructions Pty Ltd	1
B	Tender B	2
C	Tender C	3
D	Tender D	4

Post Tender Contact

33. The tender evaluation panel sought clarifications in writing prior to an interview with Kane Constructions Pty Ltd and Tender B regarding their respective submissions.

Probity

34. The City of Greater Geelong engaged the services of a probity advisor to provide independent, experienced and objective probity advice.
35. No probity issues were identified.

Attachments

Nil

2.14. Tender T2100094 - Sports Lighting Panel

Source: Customer & Corporate Services
Director: Michael Dugina

Purpose

1. To establish a panel of contractors for the construction, renewal and upgrade of sports lighting throughout the municipality.

Background

2. Due to the large number of sports lighting projects for outdoor sporting facilities, which are all similar in nature, it was decided to create a panel of pre-qualified contractors to conduct these works.
3. Creating a prequalified panel will save time, money and resources for the City by reducing the number of tenders that have to be advertised and reduce the amount of work for the Tender Evaluation Panel in evaluating each of these tenders.
4. The panel will be available for the construction of new sports lighting, the upgrade of existing sports lighting and the renewal or repair of sports lighting as required.
5. It was expected a panel of between 4-6 contractors would be created.

Key Matters

6. The Procurement Services unit administered an open tender process on behalf of Capital Projects for a panel of suitably qualified and experienced contractors for sports lighting works.
7. The submissions were evaluated in accordance with the processes detailed in the City's 'Procurement and Contracts Manual'.
8. Based on the tenderers experience, qualifications, value for money (based on an example project), it was decided to award to the top 7 tenderers who all scored very similarly in both qualitative and value for money scores.
9. A schedule of rates has been provided for the most common items; each individual sports lighting project will follow a tendering or quotation process.

RESOLUTION - Item 2.14

Cr Nelson moved, Cr Harwood seconded -

That Council:

- 1. Award Contract C2100094 Sports Lighting Panel for an initial term of 2 years, with a 1 x 12 month extension available to the City to the following tenderers:
 - 1. The trustee for Bewired Unit Trust t/a Bewired Pty Ltd (ABN 67 473 590 348);**
 - 2. DeAraugo & Lea Electrical Contractors (VIC) Pty Ltd (ABN 41 147 408 615);**
 - 3. Hanlon Industries Pty Ltd (ABN 59 144 623 969);**
 - 4. Harris HMC Interiors Pty Ltd t/a Harris HMC Electrics (ABN 56 006 262 979);**
 - 5. Commlec Services Pty Ltd (48 055 185 718);**
 - 6. IPower (VIC) Pty Ltd a trustee for the I & J Zadel Family Trust t/a Power St Electrics (ABN 48 859 665 056); and**
 - 7. RE Group Victoria t/a Rutherford Electrical and Data Group (ABN 37 672 836 271).****
- 2. Authorise to the Chief Executive Officer to execute Contract No. C2100094 and any other documents required by or to give effect to the terms of the contract on behalf of Council.**

Carried

Financial Sustainability

10. The contract does not have a set budget; projects will be approved as funds become available.
11. It is expected that the value of this panel contract will not exceed \$4,000,000 for the entirety of its term. The usual delegation policy regulations will still apply.
12. It is anticipated that many future sports lighting projects will have external funding made available.

Community Engagement

13. Community engagement for this panel has been limited as the engagement will occur at the time of project approval.
14. Suppliers and contractors have expressed concerns over the exhaustive tender process and this panel aims to reduce that burden for these works.
15. No external consultation or collaboration was completed on this project; however, it will be considered in future if this panel is successful.

Social Equity and Sustainability

16. The addition and upgrading of sports lighting projects creates the opportunity for more time that those facilities are available, allowing for expansion of clubs to include more underage and female members.

Relevant Law/Policy/Legal Implications

17. This tender was advertised in accordance with the requirements of section 186 of the *Local Government Act 1989* and the tender process has been conducted in accordance with the City's Procurement.

Alignment to Community Plan and Vision

18. This report aligns with Our Community Plan 2021-2025 strategic priority:
Healthy, caring and inclusive community.
19. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
An inclusive, diverse, healthy and socially connected community.

Conflict of Interest

20. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

21. The tender evaluation process involved the assessment of work, health and safety policies, procedures and risk assessment documents.
22. Further risk assessment and mitigation will be conducted through the individual projects associated with this panel arrangement.

Environmental Sustainability

23. The sports lighting projects that will be run under this panel arrangement will look at environmental considerations for each project individually to identify the best and most environmentally friendly and sustainable options available.

Tender Details

Contract Details

24. T2100094 Sports Lighting Panel.

Invitation to Tender

25. The City issued an open tender T2100094, closing 2pm Wednesday 4 August 2021, seeking to appoint suitably qualified and experienced contractors to a prequalified panel of contractors.

Table 1 Invitations to Tender

Medium	Date Advertised
Geelong Advertiser	10 July 2021
eProcure	10 July 2021

Tender Evaluation Panel

26. The Tender Evaluation Panel comprised the following staff:

Table 2 Tender Evaluation Panel

Position Title	Panel role
Procurement Services Officer title	Chair
Co-Ordinator Capital Projects	Member
Co-Ordinator Capital Projects	Member
Capital Projects – Project Manager	Member

Tender Submissions

27. Tenderer's had to meet the following mandatory criteria:

- 27.1. OH&S system – if the tenderer's OH&S processes and procedures do not meet a minimum standard determined by the City, the tenderer will not be considered for the contract; and
- 27.2. Tenderer must have completed equivalent sports lighting works as the head contractor exceeding \$200,000 in the past 3 years.

Table 3 Tender Submissions Received

Tender	Conforming tender
A Bewired Pty Ltd	Yes
B DeAraugo & Lea Electrical Contractors (VIC) Pty Ltd	Yes
C Hanlon Industries Pty Ltd	Yes
D Harris HMC Electrics	Yes
E Commlec Services Pty Ltd	Yes
F Power St Electrics	Yes

G	RE Group Victoria t/a Rutherford Electrical and Data Group	
H	Tenderer H	No
I	Tenderer I	No

Tender Evaluation

28. The Tender Evaluation Panel used the following qualitative criteria (in order of weighting) to assess the submissions:

Table 4 Comparative Criteria Weighting

Comparative Criteria	Weighting %
Economic & Local Content contribution (mandatory)	10%
Methodology and Plan for project delivery	40%
Capability and Experience	40%
Quality, Environmental and Risk Management	10%

29. The tender was evaluated by the tender evaluation panel in a two staged process:

- 29.1. Qualitative assessment of a weighted score totalling 100%; and
- 29.2. Evaluation of price against weighted score:

$$\text{VFM} = \text{Tendered Price} \div \text{Weighted Score}$$
 (lowest VFM Score = preferred supplier).

Tender Evaluation Scores

30. At the conclusion of the evaluation the tenderer's results were as shown below.

Table 5 Tender Evaluation Scores

Tender		Rank
A	Bewired Pty Ltd	Recommended
B	DeAraugo & Lea Electrical Contractors (VIC) Pty Ltd	Recommended
C	Hanlon Industries Pty Ltd	Recommended
D	Harris HMC Electrics	Recommended
E	Commlec Services Pty Ltd	Recommended
F	Power St Electrics	Recommended
G	RE Group Victoria t/a Rutherford Electrical and Data Group	Recommended
H	Tenderer H	Not Recommended
I	Tenderer I	Not Recommended

Post Tender Contact

31. The evaluation panel sought clarifications in writing prior to recommendations being finalised, in the form of a schedule of rates for common items to be used in pricing any out of scope works or variations that may be required in future projects to lock in the price for the life of the contract.

Probity

32. No probity issues were identified throughout this tender process.

Attachments

Nil

2.15. Charlemont Rise Estate Stages 12 and 18 - Revocation of Flood Prone Area Designation of New Lots

Source: City Services
Director: Guy Wilson-Browne

Purpose

1. To revoke Council's designation of 12 December 2006 of flood affected land at Charlemont Rise Estate Stages 12 and 18 as liable to flooding pursuant to regulation 153 of the *Building Regulations 2018*.

Background

2. Council has a statutory obligation under the Building Regulations 2018 to designate land as liable to flooding where it reasonably knows it to be prone to flooding. Conversely, there is an obligation to remove the encumbrance of designation from land that is no longer considered to be flood-prone.
3. The original designated flood mapping (**Attachment 1**) was designated by Council at its meeting of 12 December 2006.
4. This revocation will result in another two stages of new lots in Charlemont Rise Estate, both fronting 50 Hilltop Drive, Charlemont, being free of their flood prone status, paving the way for homes to be built on this land.

Key Matters

5. The flood mapping is subject to a revision due to the subdivision and development at 50 Hilltop Drive, Charlemont. Prior to subdivision the parent lot was considered liable to flooding. These development sites, also known as Charlemont Rise Estate, achieves flood immunity for newly created lots for flood events up to and including the 100 year Average Recurrence Interval (ARI) event due to the completion of approved internal works.
6. The recommendation by City engineers that the flood prone status can be removed includes assessment of internal drainage, road construction and earthworks to contain potential floodwaters from the 100 year ARI event within road and drainage reserves (**Attachment 2**).
7. It should be noted that designation is separate to the creation of flood overlays within the Planning Scheme, which generally follows designation. In the case of this development, the planning scheme amendment to create post-development flood zones or overlays is proposed after the design of the proposed precincts.

RESOLUTION - Item 2.15

Cr Harwood moved, Cr Nelson seconded -

That Council revoke the designation of 12 December 2006 of flood affected land at Charlemont Rise Estate Stages 12 and 18 as liable to flooding pursuant to regulation 153 of the *Building Regulations 2018*.

Carried

Financial Sustainability

8. There are no financial implications arising from the subject of this report.

Community Engagement

9. A revocation of designation does not warrant public consultation as it constitutes the removal of an encumbrance on land.
10. Relevant City databases and flood maps will be revised and updates sent to the Corangamite Catchment Management Authority.

Social Equity and Sustainability

11. The City has a responsibility to the community to provide the best possible information on areas that are flood prone. The removal of flood prone designation allows owners to build on their land without a special permit from the City, and without raising the floor level of their home. It also reduces the cost of property insurance.

Relevant Law/Policy/Legal Implications

12. The City has various statutory responsibilities for drainage management and flood management (prevention, response and recovery) as set out in the *Local Government Acts 1989 & 2020, Local Government Act 2020, Local Government Regulations 1990, Planning and Environment Act 1987, Building Regulations 2018, Water Act 1989, Subdivision Act 1988 and Emergency Management Act 2013*.
13. The works have resulted in the lots being protected from flooding during a major storm event that has a one per cent probability of occurring in any one year, and occurs on average once in 100 years. This is the required standard for new subdivisions.

Alignment to Community Plan and Vision

14. This report aligns with Our Community Plan 2021-2025 strategic priority:

Sustainable growth and environment.
15. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:

Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

16. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

17. The City has some risk exposure with any failure to disclose the flood-prone status of a property in a Land Information Certificate. The revocation of the designation is the final step in minimising risk.

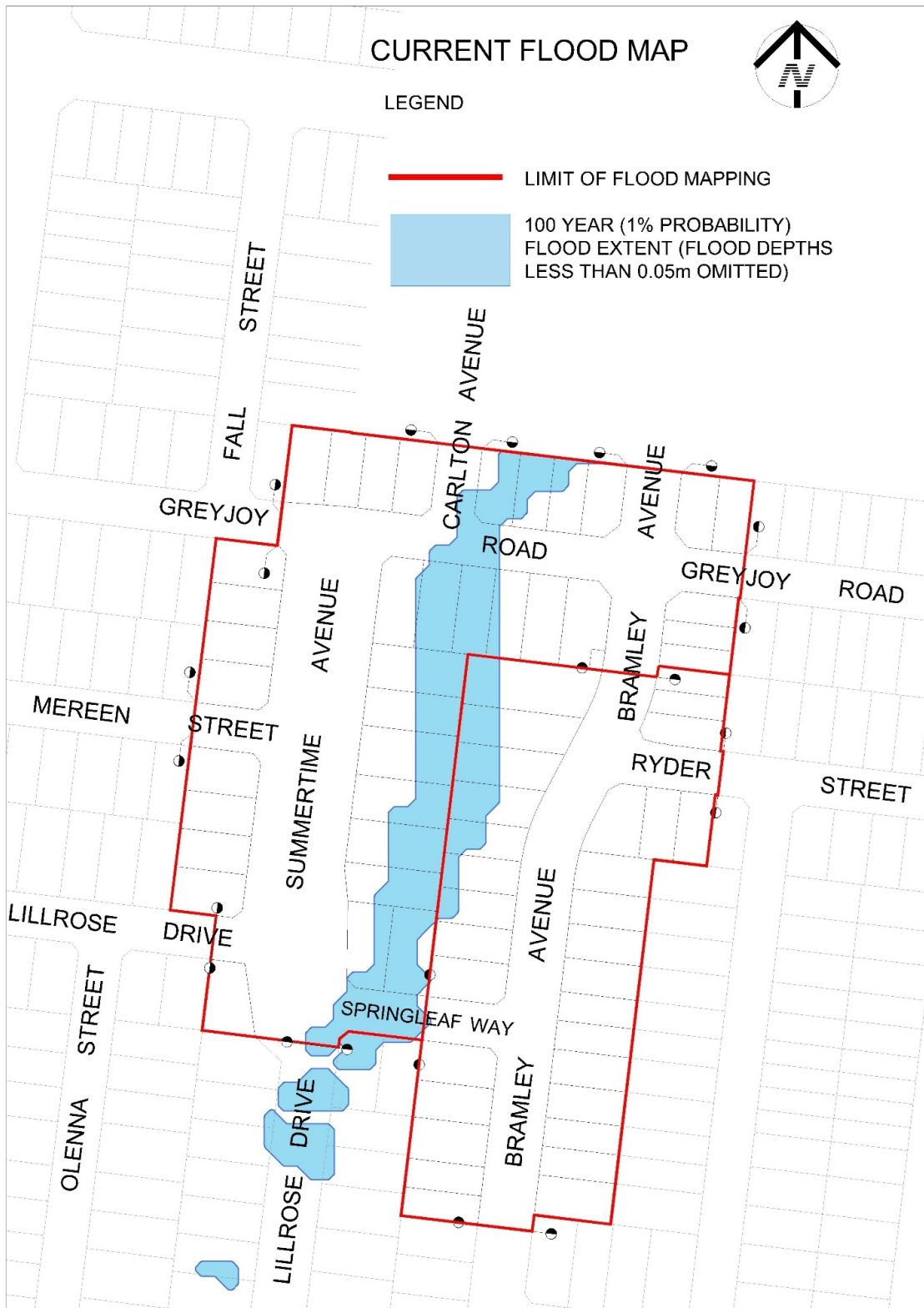
Environmental Sustainability

18. The revocation of flood-prone areas designation and designation of revised flood data through the design of this stage is considered unlikely to result in any known adverse environmental impacts.

Attachments

1. Charlemont Rise Stage 12 18 Current Flood map docx [KMNJ] [2.15.1 - 1 page]
2. Charlemont Rise Stage 12 18 Revised Flood map docx [E4FO] [2.15.2 - 1 page]

Attachment 1 – original flood modelling



Attachment 2 – current flood modelling



2.16. Charlemont Rise Stage 17a, 30a and 23 Revocation of Flood Prone Area of New Lots

Source: City Services
Director: Guy Wilson-Browne

Purpose

1. To revoke Council's designation of 12 December 2006 of flood affected land at Charlemont Rise Estate Stages 17a, 30a and 23 as liable to flooding pursuant to regulation 153 of the *Building Regulations 2018*.

Background

2. Council has a statutory obligation under the Building Regulations 2018 to designate land as liable to flooding where it reasonably knows it to be prone to flooding and to remove the designation from land that is no longer considered to be flood-prone.
3. The original designated flood mapping (**Attachment 1**) was designated by Council at its meeting of 12 December 2006.
4. This revocation will result in another three stages of new lots in Charlemont Rise Estate, fronting 10A Kashmir Road and 150-230 Horseshoe Bend Road, Charlemont, being free of their flood prone status, enabling homes to be built on this land.

Key Matters

5. The flood mapping is subject to a revision due to the subdivision and development at 10A Kashmir Road and 150-230 Horseshoe Bend Road, Charlemont. Prior to subdivision the parent lots were considered liable to flooding. These development sites, which are also known as Charlemont Rise Estate achieves flood immunity for newly created lots for flood events up to and including the 100 year Average Recurrence Interval (ARI) event due to the completion of approved internal works.
6. The recommendation by City engineers that the flood prone status can be removed includes assessment of internal drainage, road construction and earthworks to contain potential floodwaters from the 100 year ARI event within road and drainage reserves (**Attachment 2**).
7. It should be noted that designation is separate to the creation of flood overlays within the Planning Scheme, which generally follows designation. In the case of this development, the planning scheme amendment to create post-development flood zones or overlays is proposed after the design of the proposed precincts.

RESOLUTION - Item 2.16

Cr Moloney moved, Cr Harwood seconded -

That Council revoke the designation of 12 December 2006 of flood affected land at Charlemont Rise Estate Stages 17a, 30a and 23 as liable to flooding pursuant to regulation 153 of the *Building Regulations 2018*.

Carried

Financial Sustainability

8. There are no financial implications arising from the subject of this report.

Community Engagement

9. A revocation of designation does not warrant public consultation as it constitutes the removal of an encumbrance on land.
10. Relevant City databases and flood maps will be revised and updates sent to the Corangamite Catchment Management Authority.

Social Equity and Sustainability

11. The City has a responsibility to the community to provide the best possible information on areas that are flood prone. The removal of flood prone designation allows owners to build on their land without a special permit from the City, and without raising the floor level of their home. It also reduces the cost of property insurance.

Relevant Law/Policy/Legal Implications

12. The City has various statutory responsibilities for drainage management and flood management (prevention, response and recovery) as set out in the Local Government Acts 1989 & 2020, Local Government Act 2020, Local Government Regulations 1990, Planning and Environment Act 1987, Building Regulations 2018, Water Act 1989, Subdivision Act 1988 and Emergency Management Act 2013.
13. The works have resulted in the lots being protected from flooding during a major storm event that has a one per cent probability of occurring in any one year, and occurs on average once in 100 years. This is the required standard for new subdivisions.

Alignment to Community Plan and Vision

14. This report aligns with Our Community Plan 2021-2025 strategic priority:

Sustainable growth and environment.

15. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:

Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

16. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

17. The City has some risk exposure with any failure to disclose the flood-prone status of a property in a Land Information Certificate.
18. The revocation of the designation is the final step in minimising risk.

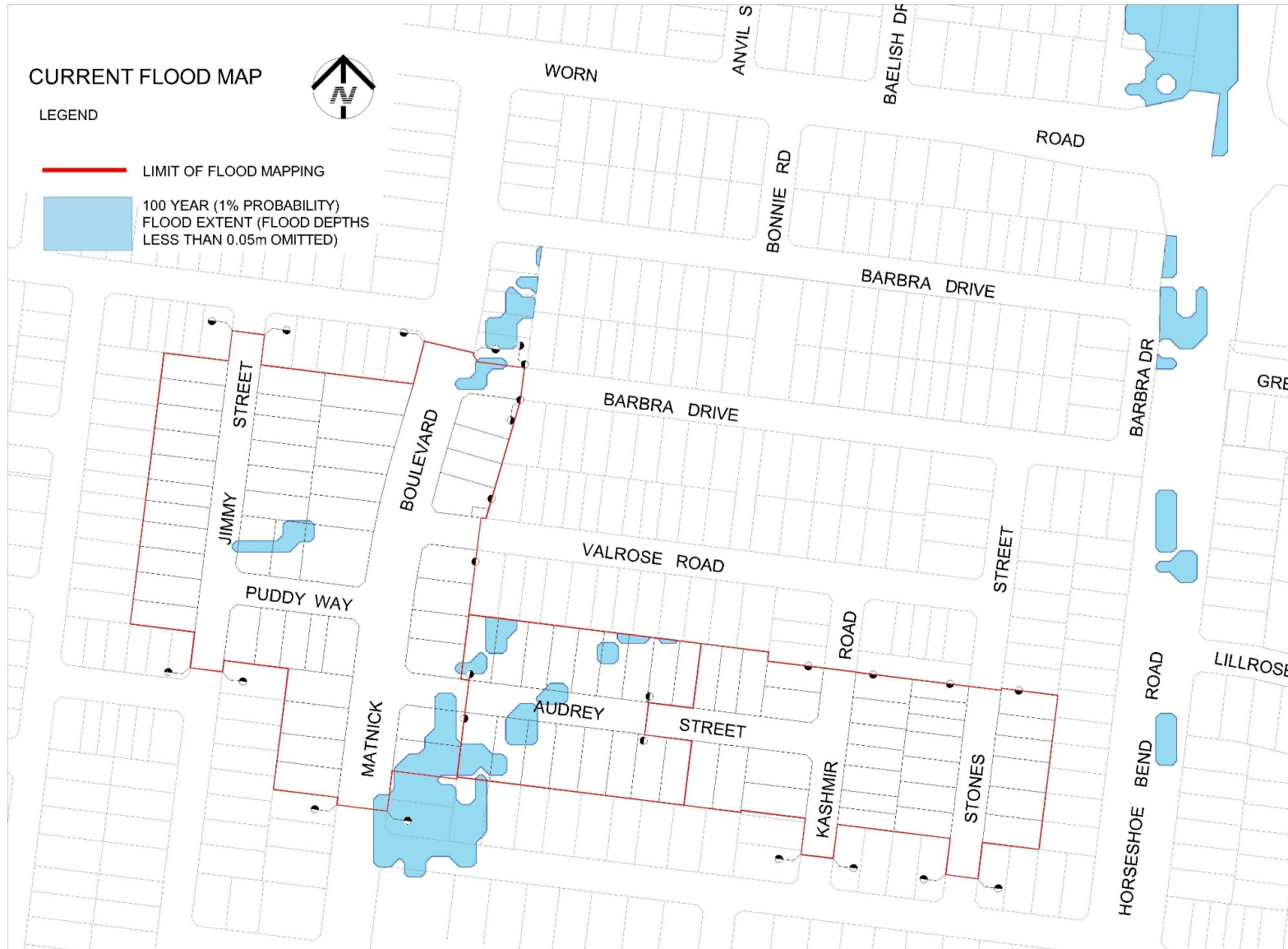
Environmental Sustainability

19. The revocation of flood-prone areas designation and designation of revised flood data through the design of this stage is considered unlikely to result in any known adverse environmental impacts.

Attachments

1. Charlemont Rise Stage 17a 30a 23 Current Flood map [MMOZ] [2.16.1 - 1 page]
2. Charlemont Rise Stage 17a 30a 23 Revised Flood map [GT49] [2.16.2 - 1 page]

Attachment 1 – original flood modelling



Attachment 2 – current flood modelling



2.17. Warralily Estate Stage 105 - Revocation of Flood Prone Area Designation of New Lots

Source: City Services
Director: Guy Wilson-Browne

Purpose

1. To revoke Council's designation of 12 December 2006 of flood affected land at Warralily Estate Stage 105 as liable to flooding pursuant to regulation 153 of the *Building Regulations 2018*.

Background

2. Council has a statutory obligation under the *Building Regulations 2018* to designate land as liable to flooding where it reasonably knows it to be prone to flooding. Conversely, there is an obligation to remove the encumbrance of designation from land that is no longer considered to be flood-prone.
3. The original designated flood mapping (**Attachment 1**) was designated by Council at its meeting of 12 December 2006.
4. This revocation will result in another stage of new lots in Warralily Estate, fronting 113 Ambrosia Drive, Armstrong Creek, being free of their flood prone status, enabling homes to be built on this land.

Key Matters

5. The flood mapping is subject to a revision due to the subdivision and development at 113 Ambrosia Drive, Armstrong Creek. Prior to subdivision the parent lot was considered liable to flooding. This development site, which is also known as Warralily Estate achieves flood immunity for newly created lots for flood events up to and including the 100 year Average Recurrence Interval (ARI) event due to the completion of approved internal works.
6. The recommendation by City engineers that the flood prone status can be removed includes assessment of internal drainage, road construction and earthworks to contain potential floodwaters from the 100 year ARI event within road and drainage reserves (**Attachment 2**).
7. It should be noted that designation is separate to the creation of flood overlays within the Planning Scheme, which generally follows designation. In the case of this development, the planning scheme amendment to create post-development flood zones or overlays is proposed after the design of the proposed precincts.

RESOLUTION - Item 2.17

Cr Nelson moved, Cr Moloney seconded -

That Council revoke the designation of 12 December 2006 of flood affected land at Warralily Estate Stage 105 as liable to flooding pursuant to regulation 153 of the *Building Regulations 2018*.

Carried

Financial Sustainability

8. There are no financial implications arising from the subject of this report.

Community Engagement

9. A revocation of designation does not warrant public consultation as it constitutes the removal of an encumbrance on land.
10. Relevant City databases and flood maps will be revised and updates sent to the Corangamite Catchment Management Authority.

Social Equity and Sustainability

11. The City has a responsibility to the community to provide the best possible information on areas that are flood prone. The removal of flood prone designation allows owners to build on their land without a special permit from the City, and without raising the floor level of their home. It also reduces the cost of property insurance.

Relevant Law/Policy/Legal Implications

12. The City has various statutory responsibilities for drainage management and flood management (prevention, response and recovery) as set out in the *Local Government Acts 1989 & 2020, Local Government Act 2020, Local Government Regulations 1990, Planning and Environment Act 1987, Building Regulations 2018, Water Act 1989, Subdivision Act 1988* and *Emergency Management Act 2013*.
13. The works have resulted in the lots being protected from flooding during a major storm event that has a one per cent probability of occurring in any one year, and occurs on average once in 100 years. This is the required standard for new subdivisions.

Alignment to Community Plan and Vision

14. This report aligns with Our Community Plan 2021-2025 strategic priority:

Sustainable growth and environment.

15. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:

Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

16. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

17. The City has some risk exposure with any failure to disclose the flood-prone status of a property in a Land Information Certificate. The revocation of the designation is the final step in minimising risk.

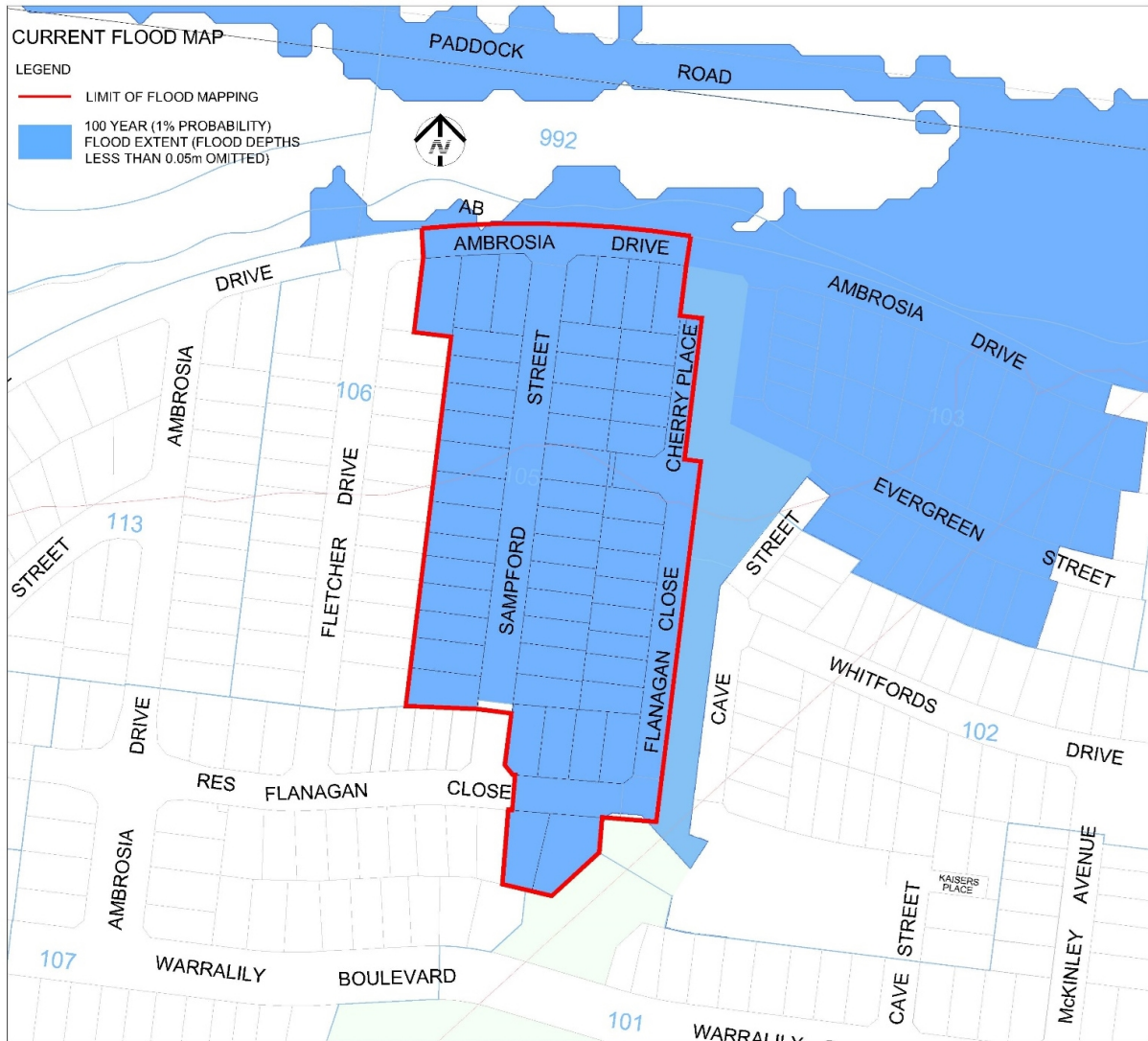
Environmental Sustainability

18. The revocation of flood-prone areas designation and designation of revised flood data through the design of this stage is considered unlikely to result in any known adverse environmental impacts.

Attachments

1. Warralily Stage 105 Current Flood map [XVDI] [2.17.1 - 1 page]
2. Warralily Stage 105 Revised Flood map [D6UV] [2.17.2 - 1 page]

Attachment 1 – original flood modelling



Attachment 2 – current flood modelling



2.18. The Point Estate Stage 8 Revocation of Flood Prone Area of New Lots

Source: City Services
Director: Guy Wilson-Browne

Purpose

1. To revoke Council's designation of 11 April 2001 of flood affected land at The Point Estate Stage 8 as liable to flooding pursuant to regulation 153 of the *Building Regulations 2018*.

Background

2. Council has a statutory obligation under the Building Regulations 2018 to designate land as liable to flooding where it reasonably knows it to be prone to flooding. Conversely, there is an obligation to remove the encumbrance of designation from land that is no longer considered to be flood-prone.
3. The original designated flood mapping (**Attachment 1**) was designated by Council at its meeting of 11 April 2001.
4. This revocation will result in another stage of new lots in The Point Estate, fronting 25 Limpet Circuit, Point Lonsdale, being free of their flood prone status, paving the way for homes to be built on this land.

Key Matters

5. The flood mapping is subject to a revision due to the subdivision and development at 25 Limpet Circuit, Point Lonsdale. Prior to subdivision the parent lot was considered liable to flooding. This development site, which is also known as The Point Estate, achieves flood immunity for newly created lots for flood events up to and including the 100 year Average Recurrence Interval (ARI) event due to the completion of approved internal works.
6. The recommendation by City engineers that the flood prone status can be removed includes assessment of internal drainage, road construction and earthworks to contain potential floodwaters from the 100 year ARI event within road and drainage reserves (**Attachment 2**).
7. It should be noted that designation is separate to the creation of flood overlays within the Planning Scheme, which generally follows designation. In the case of this development, the planning scheme amendment to create post-development flood zones or overlays is proposed after the design of the proposed precincts.

RESOLUTION - Item 2.18

Cr Mason moved, Cr Sullivan seconded -

That Council revoke the designation of 11 April 2001 of flood affected land at The Point Estate Stage 8 as liable to flooding pursuant regulation 153 of the *Building Regulations 2018*.

Carried

Financial Sustainability

8. There are no financial implications arising from the subject of this report.

Community Engagement

9. A revocation of designation does not warrant public consultation as it constitutes the removal of an encumbrance on land.
10. Relevant City databases and flood maps will be revised and updates sent to the Corangamite Catchment Management Authority.

Social Equity and Sustainability

11. The City has a responsibility to the community to provide the best possible information on areas that are flood prone. The removal of flood prone designation allows owners to build on their land without a special permit from the City, and without raising the floor level of their home. It also reduces the cost of property insurance.

Relevant Law/Policy/Legal Implications

12. The City has various statutory responsibilities for drainage management and flood management (prevention, response and recovery) as set out in the *Local Government Acts 1989 & 2020, Local Government Act 2020, Local Government Regulations 1990, Planning and Environment Act 1987, Building Regulations 2018, Water Act 1989, Subdivision Act 1988 and Emergency Management Act 2013*.
13. The works have resulted in the lots being protected from flooding during a major storm event that has a one per cent probability of occurring in any one year, and occurs on average once in 100 years. This is the required standard for new subdivisions.

Alignment to Community Plan and Vision

14. This report aligns with Our Community Plan 2021-2025 strategic priority:

Sustainable growth and environment.

15. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:

Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

16. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

17. The City has some risk exposure with any failure to disclose the flood-prone status of a property in a Land Information Certificate. The revocation of the designation is the final step in minimising risk

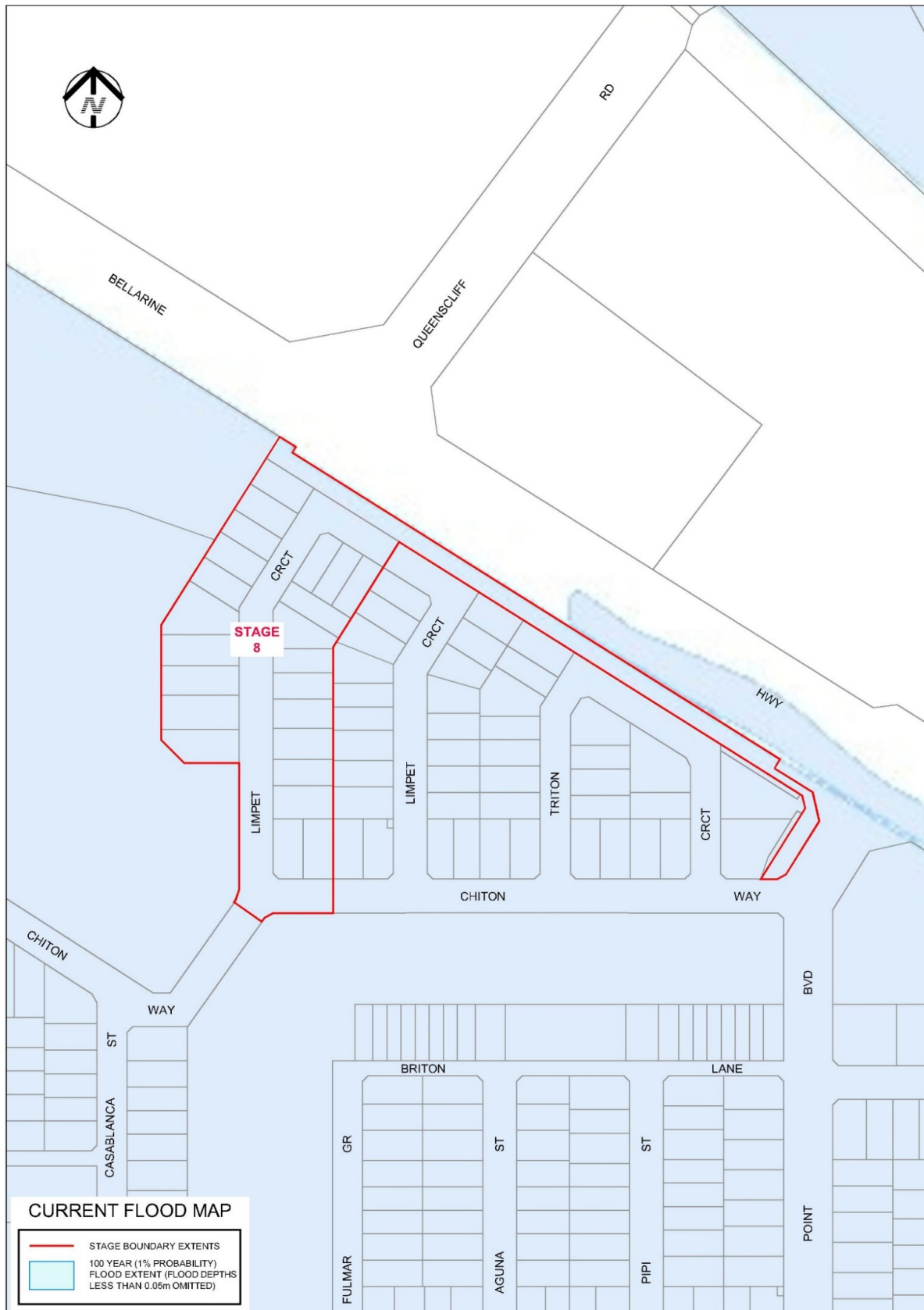
Environmental Sustainability

18. The revocation of flood-prone areas designation and designation of revised flood data through the design of this stage is considered unlikely to result in any known adverse environmental impacts.

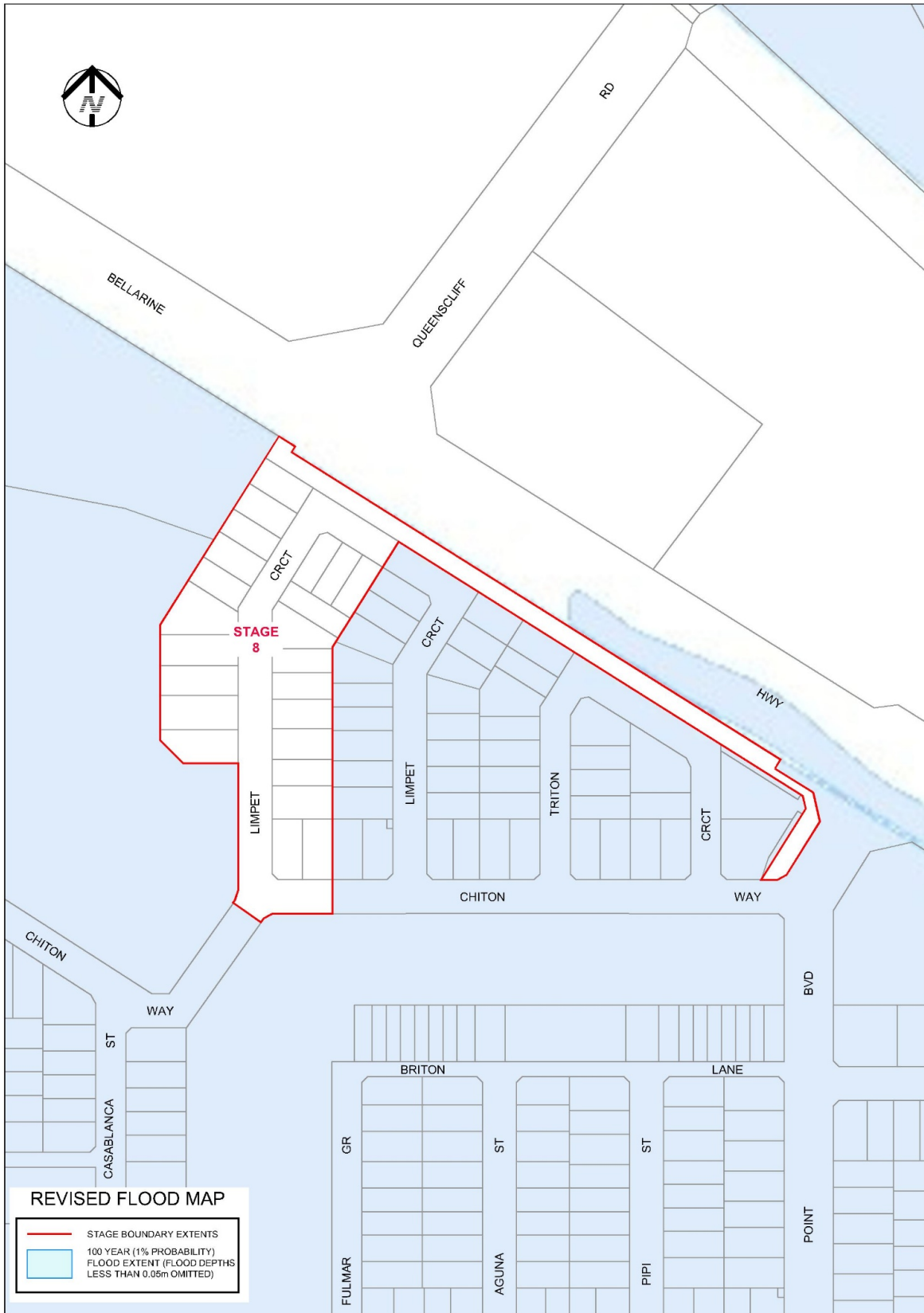
Attachments

1. The Point Stage 8 Original Flood map docx [2.18.1 - 1 page]
2. The Point Stage 8 Current Flood map docx [2.18.2 - 1 page]

Attachment 1 – original flood modelling



Attachment 2 – current flood modelling



2.19. Chief Executive Officer Employment and Remuneration Policy

Source: Strategy, People & Performance
Director: Kaarina Phyland

Purpose

1. For Council to adopt the Chief Executive Officer (CEO) Employment and Remuneration Policy.

Background

2. Section 45 of the *Local Government Act 2020* (the Act) requires Council to adopt the CEO Employment and Remuneration Policy by 31 December 2021.
3. The previous policy (CEO Employment Matters) was reviewed and adopted by Council on 30 June 2020.

Key Matters

4. The previously adopted CEO Employment Matters Policy has been reviewed and updated to ensure compliance with section 45 of the Act. The Policy will be renamed as the CEO Employment and Remuneration Policy.
5. Section 45 (2) of the Act requires the CEO Employment and Remuneration Policy to provide for:
 - 5.1. The recruitment and appointment process;
 - 5.2. Provisions to be included in the contract of employment;
 - 5.3. Performance monitoring; and
 - 5.4. An annual review.
6. Minor amendments are proposed as a result of the review, however provisions referencing the Act that have been amended include:
 - 6.1. Amendment to the scope to include new provisions outlined in 5 above;
 - 6.2. Appointment of the independent member in accordance with the Act; and
 - 6.3. The annual review of the CEO's remuneration in accordance with section 45(3) of the Act.

RESOLUTION - Item 2.19

Cr Aitken moved, Cr Moloney seconded -

That Council adopt the Chief Executive Officer Employment and Remuneration Policy (Attachment 1).

Carried

Financial Sustainability

7. There are no financial implications associated with this report.

Community Engagement

8. Council in accordance with legislation is responsible for the appointment and remuneration of the CEO and this is therefore not subject to community consultation.

Social Equity and Sustainability

9. Best practice recruitment processes have been incorporated into the policy to support equitable and fair recruitment of the City's CEO.

Relevant Law/Policy/Legal Implications

10. The policy supports the requirements of section 45 the Act.

Alignment to Community Plan and Vision

11. This report aligns with Our Community Plan 2021-2025 strategic priority: High-performing council and organisation.

Conflict of Interest

12. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

13. The integrity of the processes associated with the employment of the CEO and compliance with legislative provisions of the Act are supported by the terms of this policy.

Environmental Sustainability

14. There are no known environmental implications associated with this report.

Attachments

1. CEO Employment and Remuneration Council Policy [06LS] [2.19.1 - 9 pages]

THE CITY OF
GREATER GEELONG

CHIEF EXECUTIVE OFFICER EMPLOYMENT AND REMUNERATION COUNCIL POLICY

VERSION: 3

Approval Date: 14 December 2021

Approved by: Council

Review Date: 31/12/2022

Responsible Officer: Director, Strategy, People and Performance

Authorising Officer: Executive Leadership Team

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Introduction

PURPOSE

The purpose of this policy is to ensure compliance with the requirements of section 45 of the *Local Government Act 2020*, for the provision of a CEO Employment and Remuneration Policy. This policy revokes the CEO Employment Matters *policy approved on 30 June 2020*.

OVERVIEW

The Council is responsible for the appointment of the CEO under section 45 of the Act, determining the CEO's performance and development plan, assessing the CEO's performance against that plan at least once per year and determining the remuneration of the CEO.

SCOPE

This policy provides for the following matters which Council is responsible for under the Act, including:

- (i) the recruitment and appointment process
- (ii) provisions to be included in the contract of employment;
- (iii) performance monitoring; and
- (iv) an annual review.

REFERENCES

Local Government Act (2020)

Definitions

This section defines the key terms used in this policy.

ACT

Local Government Act 2020

CEO

Chief Executive Officer

CITY

The City of Greater Geelong organisation led by the CEO.

COMMITTEE

The committee established under this policy known as the *CEO Employment and Remuneration Committee*

COUNCIL

The City of Greater Geelong Council comprised of elected councillors and led by the Mayor.

COUNCILLOR

Mayor or Councillor as defined by the Act.

ELT

The Executive Leadership Team of the City, as constituted from time to time.

PANEL

The panel that will conduct interviews of selected candidates comprised of the following members of the Committee:

- (i) The Mayor, or, in the Mayor's absence, the Deputy Mayor
- (ii) A Councillor nominated by the Committee
- (iii) The independent member; and
- (iv) The Recruitment Consultant.

RECRUITMENT CONSULTANT

Nationally recognised consultant with specialist expertise in sourcing and evaluating candidates for Senior Executive roles.

Policy

LEADING PRACTICE PRINCIPLES

- The Council will carry out its functions relating to the selection, appointment, remuneration and performance review of the CEO in accordance with a number of leading practice principles:
 - decision-making processes that are fair, accessible and applied consistently in comparable circumstances;
 - decision-making criteria that is relevant, objective and available to the CEO;
 - documentation that is sufficiently clear and comprehensive to render decisions transparent and capable of effective review;
 - employment decisions that are based on the proper assessment of the CEO's work-related qualities, abilities and potential against the genuine requirements of the role; and
 - decisions to appoint a new CEO that are based on competitive selection, open processes and objective criteria.

CEO EMPLOYMENT AND REMUNERATION COMMITTEE

- The Committee was established for the purposes of recruiting the CEO, determining the CEO's performance and development plan, assessing the CEO's performance against that plan and determining the remuneration of the CEO.
- Membership of the Committee shall consist of the following:
 - Mayor (Chairperson);
 - Deputy Mayor; and
 - up to three (3) other Councillors; and
 - an Independent Member.
- The Committee will meet at least four times a year, with authority to convene additional meetings as circumstances require.
- A quorum of the chairperson and at least two other members will be necessary to transact business of the Committee.
- The Committee's role is to assist and advise the Council on matters including:
 - recruitment of the CEO or acting CEO;
 - determining the performance and development plan of the CEO;
 - providing constructive balanced feedback to the CEO;
 - monitoring the CEO's achievement of the performance and development plan at 6 monthly intervals, with quarterly reports against key performance indicators tabled at Committee meetings; and
 - CEO remuneration and other contractual conditions of employment.
- The Director, Strategy, People and Performance or their delegate has the responsibility to provide:
 - information and any necessary training for members of the Committee in relation to their responsibilities under the Act
 - officer advice in respect to matters before the Committee;
 - administrative, secretarial and logistical support to the Committee.

RECRUITMENT AND TERM OF INDEPENDENT MEMBER

- The Independent Member will be appointed in accordance with section 45(2) of the Act. In the event of a declared conflict of interest, the ELT will appoint two directors who will assume responsibility for the appointment of the Independent Member to fill the position of Independent Member of the Committee after seeking expressions of interest from suitably qualified and experienced candidates from the public. To the extent this policy is inconsistent with any other City policy regarding the appointment of an Independent Member to the CEO Employment matters committee only, this policy will prevail.
- The term of appointment of the Independent Member will be two years, with the option of a further two one-year terms or one, two-year term extension at the discretion of the Council.

ROLE OF INDEPENDENT MEMBER

- Duties of the Independent Member include:
 - to actively participate in the Committee's annual review of the CEO's performance and development;
 - actively participate in the development of a draft performance and development plan for the next 12-month period for consideration by the Council; and
 - provide advice and guidance to the Committee on any matter pertaining to the CEO's employment with Council.

REMUNERATION FOR INDEPENDENT MEMBER

- The Independent Member will be remunerated as follows:
 - a sitting fee per meeting, together with reimbursement of travel costs (where applicable) in line with the relevant ATO tables. The fee to be paid has regard for the specific roles and responsibilities of the independent member as set out in this policy;
 - the fee will be paid to the Independent Member immediately following his/her attendance at each of the four scheduled committee meetings; and
 - an additional fee will be paid to the Independent Member for every meeting of the Committee attended over and above the four meetings required each year.

RECRUITMENT OF A CEO

- The Council's role is to appoint the CEO, on the advice of the Committee.
- The Committee shall, in accordance with Council's Procurement Policy and with the assistance of the Director, Strategy, People and Performance, seek and appoint an independent Recruitment Consultant to manage and conduct the process of selection of a suitable candidate for the position of CEO.
- The Committee shall, in conjunction with the Recruitment Consultant, develop and agree upon:
 - a recruitment sub-committee charged with interviewing candidates identified by the Recruitment Consultant;
 - a search and selection process and timeframe;
 - setting the salary and conditions based on industry benchmarks;
 - key accountabilities;
 - key selection criteria;
 - candidate application material;
 - a candidate identification strategy;
 - methods of applicant evaluation – embracing diversity and gender equity principles and best practice processes to eliminate bias; and
 - public relations activities.

- The Committee shall seek Council approval of preparatory work.
- The Committee shall, in conjunction with the Recruitment Consultant:
 - oversee the development of the candidate pool by the Recruitment Consultant, providing feedback on the quality and diversity of candidates being identified;
 - review the Recruitment Consultant's report on the candidate pool and select between 5 to 8 candidates from that pool for preliminary interview by the Panel; and
 - shortlist the final 3 candidates for interview by the full Council.
- Once the preferred candidate is determined by the full Council, with the support of the Recruitment Consultant, the Committee shall negotiate the terms of employment within the contractual framework of employment provided by the Council in accordance with the Act
- The Committee shall then:
 - ensure, through the Recruitment Consultant, that all candidates are updated on the outcome of the recruitment and selection process; and
 - develop and recommend to the Council an on-boarding program for the new CEO.

CEO PERFORMANCE REVIEW AND PLANNING PROCESS

- The Council on advice from the Committee is responsible for determining the CEO's performance and development plan with the CEO, assessing the CEO's performance against that plan at least once per year and determining the remuneration of the CEO.
- The Committee's role is to:
 - prepare a draft performance and development plan for Council's consideration;
 - seek expert independent advice on the facilitation and criteria for the performance and development plan and review;
 - seek expert independent advice on remuneration benchmarks from a nationally recognised recruitment consultant; and
 - conduct a performance review of the CEO and make recommendations to Council on matters including whether:
 - the CEO meets the performance and development plan criteria; and
 - to vary performance and development plan criteria, remuneration, or other terms and conditions of the contract.
- The Committee shall:
 - ensure the independent advice is carried out;
 - ensure that the CEO is consulted and advised of the process;
 - in consultation with the CEO, identify and agree upon the performance and development plan goals and activities that the CEO should work towards achieving over a 12 month period;
 - ensure that the CEO is given the opportunity to present his/her self-assessment to the Committee;
 - attend to the collection and collation of Council feedback in relation to the CEO's performance as measured against the performance and development plan approved by Council;
 - review the CEO's remuneration package as a component of the annual review having regard to (in accordance with section 45(3) of the Act):
 - any statement of policy issued by the Government of Victoria which is in force with respect to its wages policy (or equivalent); and
 - any Public Sector Wages Determination;

- report to Council Meeting seeking decision on outcomes of the review process in relation to:
 - the CEO's achievement of the performance criteria;
 - any proposed variation in salary;
 - the setting of the performance and development plan for the measurement of the CEO's performance for the next 12 month period;
 - agree with the CEO on a personal and professional development plan for the next 12 month period; and
 - whether any options of the CEO's contract should be exercised in accordance with the contract.

Implementation of this Policy

MONITORING AND REPORTING

This Policy will be monitored by the Director, Strategy, People and Performance in relation to any legislative change that may affect its' terms and conditions.

ADVICE AND ASSISTANCE

The Director, Strategy, People and Performance manages the provision of advice to the organisation regarding this policy. Independent professional advice will be sought in relation to the matters dealt with in this policy.

RECORDS

The City must retain records associated with this policy and its implementation for at least the period shown below.

Record	Retention / Disposal Authority	Retention Period	Location
Instrument of Delegation	Manager, Governance	Permanent	ReX
Employment Contract	Director, Strategy, People and Performance	Permanent	ReX

REVIEW

The City should review and, if necessary, amend this policy within one year of the approval date.

2.20. Revocation of Council Policies

Source: Office of the Chief Executive
Chief Executive Officer: Martin Cutter

Purpose

1. For Council to approve the revocation of seven (7) Council policies as outlined in **Attachment 1**.

Background

2. Council policies describe the elected Council's position on an issue, or set of issues, to guide decision-making and the exercise of power.
3. Council policies usually either affect the community in some way or are required by legislation. They often relate to the goods, services and activities provided to or by the council.
4. Council policies are established by a resolution or other decision of the council. An attachment to a policy forms part of that policy. Adherence to policies is mandatory.
5. All policies must undergo a complete review process at least every four years to ensure that the policy is up-to-date, accurately reflects council's position or City standards and remains compliant with legislation.
6. Documents may be reviewed outside this frequency if required by circumstances. Reviews will result in replacement, revocation or no change.
7. A policy under review remains in force until the approval authority approves a revised version or revokes the policy, with council being the approval authority for any council policy.

Key Matters

8. Members of the City's internal Policy Review Committee have identified the following Council policies for revocation:
 - 8.1. Private Sporting Infrastructure Capital Co-contribution Council Policy;
 - 8.2. Fees & Charges for Outdoor Sporting Facilities Council Policy;
 - 8.3. Children's Services Council Policy;
 - 8.4. Community Facilities Partnerships Council Policy;
 - 8.5. Street Signs Policy;
 - 8.6. Tactile Ground Surface Indicators Policy; and
 - 8.7. Committee Representation Policy.
9. A comment against each policy describes the nature of the need for revocation, as included in **Attachment 1**.

RESOLUTION - Item 2.20

Cr Kontelj moved, Cr Murrhy seconded -

That Council revoke seven (7) Council policies, being:

- 1. Private Sporting Infrastructure Capital Co-contribution Council Policy;**
- 2. Fees & Charges for Outdoor Sporting Facilities Council Policy;**
- 3. Children's Services Council Policy;**
- 4. Community Facilities Partnerships Council Policy;**
- 5. Street Signs Policy;**
- 6. Tactile Ground Surface Indicators Policy; and**
- 7. Committee Representation Policy.**

Carried

Financial Sustainability

10. Policies provide the City with direction for the effective management and control of resources, however there is no negative financial impact in revoking these policies.

Community Engagement

11. Key internal stakeholders, including the Executive Leadership Team, were consulted through the review process.
12. No external consultation was required.

Social Equity and Sustainability

13. There are no social equity considerations associated with this report.

Relevant Law/Policy/Legal Implications

14. All legislative and operational requirements have been considered and outlined in the development of all policies and considered prior to revocation.
15. There will be no negative legal implications by revoking the policies as outlined in Attachment 1.

Alignment to Community Plan and Vision

16. This report aligns with Our Community Plan 2021-2025 strategic priority: High-performing council and organisation.
17. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration: Development and implementation of sustainable solutions.

Conflict of Interest

18. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

19. Ensuring policies are revoked when no longer required is directly linked and impacts the City’s reputation and trust with the people who live, work and invest in Greater Geelong.
20. If Council does not revoke outdated policies, it may directly impact the operational aspects of the City as outdated policies can cause confusion, cause inefficiencies and be misleading to not only City officers, but also members of the public.

Environmental Sustainability

21. There are no environmental sustainability considerations associated with this report.

Attachments

1. Policies for Revocation – 14 December 2021 [2.20.1 - 3 pages]

Council Policies for Revocation – 14 December 2021

No.	Policy Name	Responsible Officer	Directorate	Document Approval date	Current purpose of policy	Reason to rescind
1	Private Sporting Infrastructure Capital Co-contribution Council Policy	Manager Social Planning & Investment	Community Life	12/05/2015	To establish guidelines for contributing Council funds toward capital works on sporting infrastructure not on Council owned or managed land.	Superseded by current Social Infrastructure Planning and Investment Policy and Social Infrastructure Plan
2	Fees & Charges for Outdoor Sporting Facilities Council Policy	Manager Connected Communities/ Manager Social Planning & Investment	Community Life	25/02/2003	To outline the principles and process for allocating Fees and Charges for Outdoor Sporting Facilities	Covered in Council's Fees and Charges Policy
3	Children's Services Council Policy	Manager Family Services	Community Life	14/08/2012	This policy articulates Council's approach to the enhancement of community wellbeing through the provision of Children's Services. This policy also fulfils Council's responsibility in relation to compliance with Competitive Neutrality and <i>Competition and Consumer Act 2010</i> requirements in relation to the provision of long day care.	As currently written the content is covered in Fees and Charges Policy

No.	Policy Name	Responsible Officer	Directorate	Document Approval date	Current purpose of policy	Reason to rescind
4	Community Facilities Partnerships Council Policy	Manager Social Planning & Investment	Community Life	11/04/2006	<p>This policy details the benefits to Council and the community of partnerships in the development of shared community facilities and identifies criteria to be utilised in the consideration of such proposals.</p> <p>Council will consider supporting partnerships in regard to shared community facilities either in principle or financially when:</p> <ul style="list-style-type: none"> the proposal fits within the Council's strategic plan the proposal increases access to facilities for the community when each of the parties have a clear understanding of their rights and responsibilities. 	Superseded by current Social Infrastructure Planning and Investment Policy and Social Infrastructure Plan
5	Street Signs Policy	Director City Services	City Services	28/10/2008	To establish guidelines and principles for the management of street and other directional and information signs.	Decisions about signage governed by the Australian Standards, Austroads guides and the VicRoads Traffic Engineering Manual
6	Tactile Ground Surface Indicators Policy	Director City Services	City Services	17/11/2018	To provide guidance on meeting obligations under the <i>Disability Discrimination Act 1992</i> to assist people who are blind or with vision impairment. To provide direction regarding the location for placement of indicators.	Guidance provided by Design Note Tactile Ground Surface Indicators, The Australian Standard (AS1428), Austroads guides and compliance requirements set by the <i>Disability Discrimination Act 1992</i>

No.	Policy Name	Responsible Officer	Directorate	Document Approval date	Current purpose of policy	Reason to rescind
7	Committee Representation Council Policy	CEO	Chief Executive	20/9/2017	To establish a framework for determining membership of Council committees.	Rescind – Provisions under the <i>Local Government Act 2020</i> establish and determine membership to decision-making committees, including the management of conflict of interest provisions.

3. NOTICE OF MOTION

NOTICE OF MOTION – Cr Mansfield

CITY OF GREATER GEELONG NET ZERO 2035 STAKEHOLDER FORUM

Background

On 23 November, Council endorsed the *Climate Change Response Plan*. The plan acknowledges that climate change is a global emergency, setting a target of net zero emission by 2025 for Council operations, and 2035 for the wider community. Achieving net zero by 2035 will require a unified effort between governments, businesses, organisations, and the community. The plan outlines actions we have committed to undertake to achieve our goal, which depend on showing leadership, and building a shared vision and partnerships with others.

We will be required to make major changes in the way we live and work – including how we power our homes and businesses, travel, design our buildings and streetscapes, produce food, and manage waste. The speed and scale of changes required present immense challenges – social, economic and political. But there are also abundant opportunities for Geelong if we are ready and willing to take advantage of them.

There are many intersecting groups that have been looking at the issue of climate change in Geelong, however no unified vision has been developed across all major stakeholders. The City of Greater Geelong is well placed to bring these groups together and lead discussions on this critical issue for our region's future.

RESOLUTION - Item 3.1

Cr Mansfield moved, Cr Moloney seconded -

That Council:

1. Request the Chief Executive Officer conduct a stakeholder forum in 2022 with the aims of:
 - 1.1 achieving a shared understanding of the City of Greater Geelong's vision to achieve net zero for the whole community by 2035, including opportunities and challenges; and
 - 1.2 identifying the next steps required by stakeholders, including the need for collaboration or further dialogue between individual stakeholders.
2. Receive a Council report following the stakeholder forum which includes any recommended actions for Council's consideration.

Carried

4. RECORD OF INFORMAL MEETINGS OF COUNCILLORS

Source: Office of the Chief Executive
Chief Executive Officer: Martin Cutter

Summary

1. The Governance Rules of the City of Greater Geelong require the tabling of records of informal meetings of Councillors at the next convenient Council meeting and that their record be included in the minutes of that Council meeting.
2. A summary of the informal meetings of Councillors is attached.

RESOLUTION - Item 4.1

Cr Kontelj moved, Cr Mason seconded -

That Council receive the summary of the informal meetings of Councillors for the period to 14 December 2021.

Carried

**INFORMAL MEETINGS OF COUNCILLORS
(Council Meeting 14 December 2021)**

Informal Meeting Details	Councillors	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
Geelong Gallery 3 November 2021	Crs Asher, Aitken, Grzybek, Kontelj, Harwood, Mansfield, Moloney, Murrhiy, Nelson	M Cutter (CEO) G Smith (DIR) M Paten (MGR) K Ivens (A/MGR) S McKew (MGR)	<ul style="list-style-type: none"> Councillor Update 	<ul style="list-style-type: none"> Nil
Integrated Transport 3 November 2021	Crs Asher, Aitken, Grzybek, Kontelj, Harwood, Mansfield, Moloney, Murrhiy, Nelson	M Cutter (CEO) G Smith (DIR) G Wilson-Browne (DIR) K Ivens (A/MGR) J Hurse (MGR) S McKew (MGR)	<ul style="list-style-type: none"> Councillor Update 	<ul style="list-style-type: none"> Nil
Councillor Strategic Workshop No. 1 27 November 2021	Crs Asher, Aitken, Grzybek, Kontelj, Harwood, Mansfield, Mason, Moloney, Murrhiy, Nelson, Sullivan	M Cutter (CEO) G Smith (DIR) M Dugina (DIR) G Wilson-Browne (DIR) R Stevens (DIR) K Phylant (DIR) B Hartley (MGR) K Olesnicky (Chief Financial Officer) N O'Shea (Head of Financial Planning & Analysis) R McMahon (MGR) J Clark (CO ORD) L Jacobsen (OFF)	<ul style="list-style-type: none"> Introduction, Objectives and Workshop Runway. Our Community Plan and the Organisation's Strategy to Deliver; 2021-22 Budget Recap; Making Decisions – Prioritisation Approach; and Planning for the next session. 	<ul style="list-style-type: none"> Nil

Informal Meeting Details	Councillors	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
Councillor Briefing 1 December 2021	Crs Asher, Aitken, Grzybek, Kontelj, Mansfield, Mason, Moloney, Murrhly, Nelson	M Cutter (CEO) G Smith (DIR) G Wilson-Browne (DIR) J Hurse (MGR) S McKew (MGR) M Tesoro (CO ORD) A Schmidt (PROJ MGR)	<ul style="list-style-type: none"> • Geelong Long Term Boundary Review • Land Supply • NWGGA Transport Planning and Update 	<ul style="list-style-type: none"> • Nil
Councillor Briefing 7 December 2021	Crs Asher, Aitken, Grzybek, Harwood Kontelj, Mansfield, Mason, Moloney, Murrhly, Nelson, Sullivan	M Cutter (CEO) G Smith (DIR) R Stevens (DIR) M Dugina (DIR) G Wilson-Browne (DIR) I Hicks (MGR) S McKew (MGR) D Leeson-Rabie (MGR) M Paten (MGR) J Malone (CO ORD) P Fisher (DIR National Wool Museum) J Daly (MGR) P Smith (CO ORD) S Beck(MGR) K Ivens (Snr Advisor Mayor & CEO)	<p><i>Presentations:</i></p> <ul style="list-style-type: none"> • Building Better Bike Connections Southern Link Stage 2 High Street, Belmont • National Wool Museum 30-Year Vision <p><i>Council Reports:</i></p> <ul style="list-style-type: none"> • Youth Council Final Report 2021 • Final Pakington Street (Geelong West) and Gordon Avenue Urban Design Framework • Amendment C339 – Flood Overlays and Zones (Lara Flood Study, Lower Barwon and Moorabool rivers, Bellarine Peninsula Coastal Hazard) – Consideration of Submissions • Cities Race to Zero Climate Action Campaign • SRV Grants – Local Sports Infrastructure Fund • Procurement Policy • Special Rates and Charges Council Policy • City of Greater Geelong and Changwon City Memorandum of Understanding • Community Life Council Advisory Committees Annual Report 2021 • Proposed Lease to Powercor – Parts of 110-122 Unity Drive, Mt Duneed • Tender T2100082 Armstrong Creek West Community Hub – Construction • Tender T2100092 North Bellarine Aquatic Centre – Construction 	<ul style="list-style-type: none"> • Cr Grzybek declared a Conflict of Interest in Presentation re Building Better Bike Connections Southern Link Stage 2, High Street, Belmont and left the meeting prior to discussion of the item. • Cr Grzybek declared a Conflict of Interest in report 2021-22 Community Grants (Confidential) and left the meeting prior to discussion of the item. • Cr Harwood declared a Conflict of Interest in the 2021-22 Community Grants (Confidential) and left the meeting prior to discussion of the item.

			<ul style="list-style-type: none"> • Tender T2100093 Northern Aquatic & Community Hub – Construction • Tender T2100094 Sports Lighting Panel • Charlemont Rise Stage 17A 30Aand 23 Revocation of Flood Prone Area Designation of New Lots • Charlemont Rise Stage 105 – Revocation of Flood Prone Area Designation of New Lots • The Point Estate Stage 8 Revocation of Flood Prone Area of New Lots • Chief Executive Officer Employment and Remuneration Policy • Revocation of Council Policies • Geelong Gallery (Confidential) • 2021-22 Community Grants (Confidential) • Bell Park Sports Club (Confidential) • Land Acquisition (Confidential) • Audit and Risk Committee Summery Report (Confidential) 	
<p>Councillor Strategic Workshop No. 2 8 December 2021</p>	<p>Crs Asher, Aitken, Grzybek, Kontelj, Mansfield, Mason, Moloney, Murrhly, Nelson, Sullivan</p>	<p>M Cutter (CEO) G Smith (DIR0) M Dugina (DIR) G Wilson-Browne (DIR) R Stevens (DIR) K Phyland (DIR) B Hartley (MGR) K Olesnicky (Chief Financial Officer) N O’Shea (Head of Financial Planning & Analysis) J Clark (CO ORD) L Jacobsen (OFF)</p>	<ul style="list-style-type: none"> • Introduction and Objectives • Re-cap of Workshop No. 1 • Officer Submissions • Community Submissions • Council Priorities/Submissions • Planning for the next session 	<ul style="list-style-type: none"> • Nil

5. PLANNING DELEGATIONS

Source: City Planning & Economy
Director: Gareth Smith

Purpose

1. To provide the schedule of planning permit applications determined under delegation since the last report.

Background

2. Section 98 of the *Local Government Act 1989* and section 188 of the *Planning and Environment Act 1987* empower Council to delegate its powers, duties and functions under relevant legislation to members of Council staff.

Sections 86 and 87 of the *Local Government Act 1989* and section 188 of the *Planning and Environment Act 1987* allow Council to establish special committees with delegated powers to determine planning permit applications.

At its meeting on 21 September 2020, Council:

Amended the Council to staff instrument of delegation to allow staff delegates to determine planning permit applications where there are less than 6 objections lodged; and

Amended the Planning Committee's terms of reference to provide for its determination, if required, of planning permit applications where there are 6 or more objections lodged.

The City is required by Council to provide information on planning permit applications determined under delegation.

Key Matters

3. The Schedule attached to this report provides information on the planning permit applications determined under delegation since the last report.

RESOLUTION - Item 5.2

Cr Grzybek moved, Cr Harwood seconded -

That Council receive the information in the Schedule titled Planning Delegations Report for November 2021.

Carried

Attachments

1. 14 12 2021 Council Agenda - Planning Delegations - Appendix - Planning Decisions Report - November 2 [5.2.1 - 2 pages]

Planning Decisions Report November 2021

1/12/2021

App Number	Location	Application Type	Decision Date	Description	Authority Description/ No of Objectors
PP-1343-2020	11 Georgia Grove, CORIO VIC 3214	Construction of Four (4) Dwellings and Four (4) Lot Subdivision	19/11/2021	DMC Refusal	Decision Making Committee
PP-399-2021	70 Express Road, LITTLE RIVER VIC 3211	Use of the Land for a Contractors Depot	29/11/2021	DMC Refusal	Decision Making Committee
PP-401-2021	356-400 Murradoc Road, DRYSDALE VIC 3222	Two (2) Lot Subdivision and Creation of Access to Category 1 Road Zone	12/11/2021	DMC Refusal	Decision Making Committee
PP-522-2021	48 Sunset Strip, OCEAN GROVE VIC 3226	Construction of a Dwelling over 7.5 metres	3/11/2021	NOD	Decision Making Committee
PP-691-2020	39-45 Gordon Avenue, GEELONG WEST VIC 3218	Buildings and works, including demolition, to construct a 8 to 9 level building (plus part enclosed roof top terraces) to be used as a residential hotel together with mixed uses including office, shop, and restricted recreation facility; Use and Development for a Residential Hotel, Shop, Restricted Recreation Facility, Car Park;Variation to an Easement;	8/11/2021	Permit Issued - VCAT	VCAT
PP-748-2021	5 Sheridan Street, HAMLIN HEIGHTS VIC 3215	Construction of Three (3) Double Storey Dwellings Greater than 7.5 metres in Height	30/11/2021	Grant a Planning Permit	Delegated Authority
PP-802-2021	55 Yarra Street, GEELONG VIC 3220	Construction and Display of an Electronic Promotion Sign	29/11/2021	DMC Refusal	Decision Making Committee
PP-897-2021	21-29 Tannery Road, CHARLEMONT VIC 3217	Construction of an Agricultural Shed	19/11/2021	DMC Refusal	Decision Making Committee
PP-1018-2020	176 Kilgour Street, GEELONG VIC 3220	Construction of Six (6) Dwellings and Reduction of Car Parking (visitor space)	12-Nov-2021	NOD - Delegate	4
PP-1040-2021	54 Basin Rise, HIGHTON VIC 3216	Buildings and Works Associated with Construction of a Dwelling over 7.5 Metres in Height	30-Nov-2021	NOD - Delegate	1
PP-1308-2020	18 Austin Place, GROVEDALE VIC 3216	Multi Lot Subdivision (14 lots)	5-Nov-2021	NOD - Delegate	1
PP-1388-2020	346 Autumn Street, HERNE HILL VIC 3218	Construction of Two (2) Dwellings over 7.5m in Height	29-Nov-2021	NOD - Delegate	2

PP-394-2021	5 Ashbourne Street, HERNE HILL VIC 3218	Construction of Two (2) Dwellings and a Two (2) Lot Subdivision	12-Nov-2021	NOD - Delegate	2
PP-476-2021	1 Cottesloe Drive, BARWON HEADS VIC 3227	Construction of Two (2) Dwellings	12-Nov-2021	NOD - Delegate	1
PP-580-2021	10 Princes Highway, NORLANE VIC 3214	Use and Development of the Land for a Convenience Restaurant, Internally Illuminated and Non-Illuminated Business Identification Signage and Alteration of Access to a Road in a Road Zone Category 1	29-Nov-2021	NOD - Delegate	3
PP-589-2021	745 Batman Road, INDENTED HEAD VIC 3223	Construction of Two (2) Dwellings and Two (2) Lot Subdivision	24-Nov-2021	NOD - Delegate	3
PP-664-2021	83A Purnell Road, CORIO VIC 3214	Construction of a six (6) storey office building, reduction of car parking and access to a road in a Road Zone	26-Nov-2021	NOD - Delegate	5
PP-671-2021	58 Craddock Street, NORTH GEELONG VIC 3215	Construction of Two (2) Dwellings	11-Nov-2021	NOD - Delegate	1
PP-672-2021	11 Flinders Street, INDENTED HEAD VIC 3223	Construction of Two (2) Dwellings	29-Nov-2021	NOD - Delegate	2
PP-692-2021	2/380 Ryrie Street, EAST GEELONG VIC 3219	Construction of a Dwelling and Garage	12-Nov-2021	NOD - Delegate	2
PP-709-2021	55 Maud Street, GEELONG VIC 3220	Use of the Land for a Rooming House	22-Nov-2021	NOD - Delegate	5
PP-712-2021	80 Nicholas Street, NEWTOWN VIC 3220	Partial Demolition Including Alterations and Additions to Existing Dwelling and Construction of an Outbuilding within a Special Building Overlay and Heritage Overlay	3-Nov-2021	NOD - Delegate	1
PP-791-2021	26 Spring Street, BELMONT VIC 3216	Partial Demolition, Alterations and Additions to Existing Dwelling, and Removal of Trees	4-Nov-2021	NOD - Delegate	1
PP-816-2021	68 Bond Street, NEWTOWN VIC 3220	Construction of a Dwelling on a Lot Less than 300 Square Metres	30-Nov-2021	NOD - Delegate	2
PP-953-2021	25 Peers Crescent, OCEAN GROVE VIC 3226	Construct a Dwelling over 7.5m in height in a Land Subject to Inundation Overlay Schedule 2	1-Nov-2021	NOD - Delegate	1

6. CONFIDENTIAL

Council will close the meeting to the public in accordance with the provision of section 66(2) of the *Local Government Act 2020* to consider the following items:

6.1. Geelong Gallery (Confidential)

RESOLUTION - Item 6.1

Cr Sullivan moved, Cr Mason seconded -

That Council consider this report at the conclusion of the meeting as it is designated confidential by the Chief Executive Officer for the purposes of sections 3(1) and 66(5) of the *Local Government Act 2020*, the information contained in this report is confidential because it contains private commercial information, which if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage. This section is applicable because the Business Case is considered cabinet in confidence with key information not suitable for sharing outside of the audience of key funding partners.

Carried

6.2. Bell Park Sports Club (Confidential)

RESOLUTION - Item 6.2

Cr Kontelj moved, Cr Aitken seconded -

That Council consider this report at the conclusion of the meeting as it is designated confidential by the Chief Executive Officer for the purposes of sections 3(1) and 66(5) of the *Local Government Act 2020*, the information contained in this report is confidential because it contains Council business information being information that would prejudice the Council's position in commercial negotiations. This section is applicable because of the sensitive nature of the information and if prematurely released, would prejudice the Council's position in commercial negotiations.

Carried

6.3. Land Acquisition (Confidential)

RESOLUTION - Item 6.3

Cr Grzybek moved, Cr Nelson seconded -

That Council consider this report at the conclusion of the meeting as it is designated confidential by the Chief Executive Officer for the purposes of sections 3(1) and 66(5) of the Local Government Act 2020, the information contained in this report is confidential because it contains Council business information being information that would prejudice the Council's position in commercial negotiations. This section is applicable as this information if released to the public prematurely will prejudice the ongoing commercial negotiations with all relevant external parties.

Carried

6.4. 2021-22 Community Grants (Confidential)

RESOLUTION - Item 6.4

Cr Harwood moved, Cr Mason seconded -

That Council consider this report at the conclusion of the meeting as it is designated confidential by the Chief executive Officer for the purposes of sections 3(1) and 66(5) of the Local Government Act 2020, the information contained in this report is confidential because it contains Council business information being information that would prejudice the Council's position in commercial negotiations. This section is applicable because of the sensitive nature of the information and if prematurely released, would prejudice the Council's position in commercial negotiations.

Carried

6.5. Audit and Risk Committee Summary (Confidential)

RESOLUTION - Item 6.5

Cr Grzybek moved, Cr Aitken seconded -

That Council consider this report at the conclusion of the meeting as it is designated confidential by the Chief Executive Officer for the purposes of sections 3(1) and 66(5) of the Local Government Act 2020, the information contained in this report is confidential because it contains security information, being information that would prejudice the Council's position in commercial negotiations if prematurely released. This section is applicable because of the sensitive and varied nature of the information received and considered by the Audit and Risk Committee from time to time which can pertain to external stakeholders also.

Carried

7. CLOSE OF MEETING

Cr Nelson moved, Cr Harwood seconded -

That the meeting be closed to the public.

Carried

The meeting was closed to the public at 9.25pm

Cr Sullivan moved, Cr Mason seconded -

That the meeting be re-opened to the public.

Carried

The meeting was opened to the public at 9.56pm

**As there was no further business the meeting closed at 9.56pm on Tuesday
14 December 2021.**

Signed: _____

Cr Stephanie Asher (Mayor)

Date: _____