

# MINUTES

---

## COUNCIL MEETING

**Tuesday 26 September 2023**  
**6:00 pm**

**Potato Shed, Wadawurrung Country**  
**41 Peninsula Drive, Drysdale**

**LIVE STREAMED ON THE CITY'S WEBSITE:**

[www.geelongaustralia.com.au/meetings](http://www.geelongaustralia.com.au/meetings)

**COUNCIL:**

Cr T Sullivan (Bellarine Ward) - Mayor  
Cr A Aitken (Windermere Ward) - Deputy Mayor  
Cr J Mason (Bellarine Ward)  
Cr E Wilkinson (Bellarine Ward)  
Cr M Cadwell (Brownbill Ward)  
Cr E Kontelj (Brownbill Ward)  
Cr P Murrihy (Brownbill Ward)  
Cr B Harwood (Kardinia Ward)  
Cr B Moloney (Kardinia Ward)  
Cr R Nelson (Kardinia Ward)  
Cr S Hathway (Windermere Ward)

<b>1. PROCEDURAL MATTERS.....</b>	<b>3</b>
1.1. Acknowledgement of Country .....	3
1.2. Apologies .....	3
1.3. Leaves of Absence .....	3
1.4. Presentations .....	3
1.5. Declarations of Conflicts of Interest .....	3
1.6. Confirmation of Minutes .....	3
1.7. Public Question and Submission Time .....	4
1.8. Petitions .....	17
<b>2. REPORTS .....</b>	<b>18</b>
2.1. Bellarine Ward Councillor Elise Wilkinson - Affirmation of Office .....	18
2.2. Amendment C278ggee – Marshall Precinct Structure Plan Adoption and Exhibition .....	21
2.3. Our Community Plan Quarterly Report – June 2023 .....	188
2.4. Birnam Court, Belmont - Finalisation of Special Rates and Charge Scheme SRC 365 .....	210
2.5. Geelong Major Events Annual Report .....	219
2.6. Councillor Appointments to Portfolios and Committees .....	225
2.7. Planning Authorisation - Council to Staff .....	230
<b>3. RECORD OF INFORMAL MEETINGS OF COUNCILLORS.....</b>	<b>234</b>
<b>4. PLANNING DELEGATIONS.....</b>	<b>236</b>
<b>5. CONFIDENTIAL.....</b>	<b>240</b>
5.1. Procurement Policy Exemption - Microsoft Enterprise Agreement (Confidential).....	240

**Present:** Crs T Sullivan (Mayor), A Aitken, M Cadwell, B Harwood, S Hathway, E Kontelj, J Mason, B Moloney, P Murrhiy, R Nelson, E Wilkinson (Virtual)

**Also Present:** A Wastie (Chief Executive Officer), G Smith (Executive Director City Planning and Design), R Stevens (Executive Director Community Service Delivery), D Greaves (Acting Executive Director City Infrastructure), T Bradley (Acting Executive Director Customer Community and Economy), V Allan (Chief Legal Counsel, Governance and Risk Officer), J Douglas (Acting Manager Governance), D Schultz (Chief Financial Officer), P Dorling (Municipal Monitor)

## **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, present and emerging. 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**

**Cr Harwood moved, Cr Murrhiy seconded -**

**That Leave of Absence be granted to Cr Elise Wilkinson from 16 September to 1 October 2023, inclusive.**

**Carried**

### **1.4. Presentations**

Bellarine Councillors T Sullivan and J Mason presented the meeting with a snapshot of activities and projects in the Bellarine Ward.

### **1.5. Declarations of Conflicts of Interest**

*Cr Kontelj declared a potential Conflict of Interest in Public Question and Submission Time if the submitted question by Peter Jager regarding Rippleside was asked.*

### **1.6. Confirmation of Minutes**

**Cr Aitken moved, Cr Mason seconded -**

**That the Minutes of the Council Meeting held on 22 August 2023 be confirmed.**

**Carried**

**Cr Moloney moved, Cr Kontelj seconded -**

**That the Minutes of the Council Meeting held on 19 September 2023 be confirmed.**

**Carried**

## 1.7. Public Question and Submission Time

The following persons submitted questions prior to the Council Meeting on the following various subjects:

1. Wendy Mayne – Bellarine Peninsula Distinctive Area and Landscape Statement of Planning Policy
2. Anneke Renee Nehring – Infringements
3. Maddie Slater – LGBTQIA+ Advisory Committee
4. Thaddeus Treloar – Armstrong Growth Area
5. Teagan Mitchell – Previous MAV Resolution and Supporting LGBTQIA
6. Richard Hollow – Tucker Gravel – St Leonards
7. Susan Weymouth – Tucker Gravel – St Leonards
8. Bruce Cook – Tucker Gravel – St Leonards
9. Charles Street – Energy from Waste Facility – Lara
10. Marilyn McInnes – Tucker Gravel – St Leonards
11. Peter Jager – Rippleside Traffic at the Completion of Stages 1-4 of Balmoral Quay
12. Malcolm Fisher – Tree Canopy Contribution Calculation
13. Jenny Knox – Bellarine Peninsula Distinctive Area and Landscape Statement of Planning Policy
14. Hazel Boyle – Energy from Waste Facility – Lara
15. Wayne – Traffic Management around Bellarine Secondary College
16. Karen Firth and Mandy Bridges – Library Funding
17. Jan Farrell – LGBTQIA+ Support
18. Mike Percy – Bellarine Peninsula Distinctive Area and Landscape Statement of Planning Policy
19. Louis De Koker – Protection of Wildlife and Domestic Animals
20. Katerina-Larisa Izdebskaia – Tree Management
21. Lorraine Stokes – Access and Inclusion Plan
22. Les Dew – Energy from Waste Facility – Lara
23. Melanie Ann Keegan – Energy from Waste Facility – Lara
24. Les Chalmers OAM – 'Waverley House' at 94 Western Beach Road, Geelong
25. Vicki Perrett – Bike trails – Bellarine
26. Jennifer Bantow – 'Waverley House' at 94 Western Beach Road, Geelong

**Richard Hollow** asked:

Over the years, council placed dust suppressant on the gravel roads through the area known as the Lower Bluff, in St Leonards, prior to the summer months. For some unknown reason (not explained to the residents) Council stopped the dust suppression program, although it is noted that various "No Through Road" roads are still to this day, part of that dust suppressant program. After multiple complaints, council, in June 2019 decided to lay "Tucker Gravel" to reduce dust generation and pothole frequency and size.

### **Question1:**

What research was completed to determine the potential impact the runoff from the "Tucker Gravel" in the Lower Bluff area, would have on the sandy soil and hence natural drainage, and could I, as a rate paying resident from the Lower Bluff, have a copy of all the research conducted and resulting reports?

*Thanks for the questions, Richard.*

*The materials used in the Lower Bluff and other unsealed roads as part of resheeting works undertaken during 2019 were selected based on the research undertaken by NATA and accredited geotechnical testing. This testing aligns with the Unsealed Roads Manual - Guidelines to Good Practice (produced by the Australian Road Research Board). A copy of all research can be sent to you upon request.*

*Our road re-sheeting materials are not specifically tested for interaction with surrounding soil. Our current dust suppression program is concentrated on roads which have not been recently re-sheeted.*

**Bruce Cook** asked:

In June 2019, the City of Greater Geelong Council, unilaterally placed Tucker Gravel on all the gravel roads in the Lower Bluff area of St Leonards. Can you please advise whether the Council, prior to applying the Tucker Gravel to the roads, undertook, either by themselves or received from the supplier of the Tucker Gravel, independent testing from a NATA registered testing authority, to verify that the dust generated from the new gravel will not have any detrimental effects on the health of people living in the Lower Bluff area or others that may visit the Lower Bluff area of St Leonards.

**Question 1:**

What were the results of the testing, where are those results published and can copies be issued to all residents of the Lower Bluff area?

*Thanks for the questions, Bruce.*

*There is no specific testing required for gravel material used in roads to determine the risk to public health. Materials that meet the Australian Road Research Board Unsealed Roads Manual specification are expected to generate less dust than other alternatives. Surveys undertaken with the Lower Bluff community after the 2019 resurfacing works did not support the investment required to deliver infrastructure which would specifically suit pedestrians and cyclists.*

*The opportunity to participate in a Special Charge Scheme which can deliver road and drainage infrastructure with a higher level of service remains available to each community.*

**Charles Street** asked:

**Question 1:**

Both my questions refer to the Planning Application to construct and operate an Energy from Waste Facility at Lara, for which CoGG is a referral authority. From Clause 33.02 of the CoGG Planning Scheme IN2Z Purpose includes, "To provide for manufacturing industry, the storage and distribution of goods and associated facilities in a manner which does not affect the safety and amenity of local communities." Clause 33.02-2 requires "An application to use land for an industry or warehouse must be accompanied by the following information, as appropriate:

The likely effects, if any, on the neighbourhood, including:

- \* Noise levels;
- \* Air-borne emissions;
- \* Emissions to land or water;
- \* Traffic, including the hours of delivery and dispatch; and
- \* Light spill or glare.

The Planning Application documents provided by Prospect Hill International regarding the proposed Lara Big Incinerator, do indeed include reports on the above amenity criteria, but these reports are not appropriate because they lack independence and are clearly devoid of any credibility. Will Council now require that the amenity impacts on the Rural Living Zone which abuts the incinerator site be independently assessed, through a formal Ministerial Environmental Effects Statement?

See: <https://www.planning.vic.gov.au/environmental-assessments/environmental-assessment-guides/environment-effects-statements-in-victoria>

*Thanks for the questions, Charles.*

*We acknowledge your dissatisfaction with the information provided in the Planning Application, however, the Minister for Planning makes the decision on whether an Environmental Effects Statement is required for any project in Victoria.*

**Question 2:**

The available evidence demonstrates that the proposed Lara Big Incinerator has negligible public support and no social licence. I refer particularly to the Capire Report to the EPA dated 27 July 2021, the EPA's own assessment of the round two submissions, and subsequent events such as the packed Public Meeting at the Lara Golf Club 21 August 2023, and the Rally and March of 150 people at Austin Park Lara, 16 September 2023. For some unexplained reason we do not have the results of the third round of public submissions to the Environment Protection Authority. Same public mood as before? Will Council now write to the Minister for the Environment, the Hon. Ingrid Stitt MLC and the Planning Minister the Hon. Sonja Kilkenny MP informing them of public sentiment regarding the proposal to construct a Big Incinerator at Lara? If so, may we have Council's letter released to the public, please?

*Response Question 2:*

*Council has written to the Minister for Planning to convey the community concerns that we have heard relating to the proposed waste-to-energy facility in Lara. This letter is now available to view on the City's website and will be shared directly with interested community members.*

**Malcom Fisher** asked:

**Question 1:**

On the 13 May 2023 (Ref P1923383), I emailed a question to CoGG regarding the Tree Canopy Contribution calculation being section 6.2 of the Public Tree Management Council Policy – Version 2, Approved 13 December 2022. Since May 2023 I have been passed around from section to section, all being unable or unwilling to provide the detail required to calculate the Tree Canopy Contribution payable when a council tree is removed for any reason. Follow up was continually required as only part answers were received - P1930780 and P1939537. It would appear that the formula detailed in the policy is not being used and instead a “tree offset” is part of the calculation. An email to the Manager of Parks and Gardens on the 8th August 2023 seeking to clarify as to why the formula in the policy is not being used and a non-policy methodology is now being used has not been answered. Question 1. Why is there no clear detailed policy for Council Owned tree valuations available via the CoGG website as per other councils across Victoria, (including Melbourne, Bendigo, Hobsons Bay) which use a standardised methodology? (Examples have been provide by email in previous correspondence to officers).

*Thanks for the questions, Malcom.*

*The Public Tree Management Policy can be found on our website at [www.geelongcity.vic.gov.au/services/environment/trees/Public Tree Management Policy](http://www.geelongcity.vic.gov.au/services/environment/trees/Public_Tree_Management_Policy). Section 6.2 of the Public Tree Management Policy provides the details of the methodology used to calculate tree valuations.*

**Question 2:**

This question pertains to the tree canopy contribution, as per Q.1 Why is a simple policy question relating to the tree canopy contribution, passed from section to section, without ownership or explanation as to why the policy is not being followed?

*The methodology detailed in the Public Tree Management Policy is being followed by officers. Your questions were addressed as part of the budget process initially as they were submitted through that process. Since then, your questions have all been addressed by members of the Parks and Natural Assets Department who have responsibility for implementing the Policy.*

*As discussed with our team we welcome the opportunity to meet with you next week to further review the process.*

**Jenny Knox** asked:

**Question 1:**

The Bellarine Peninsula was recently gazetted as a 'distinctive area and landscape'. It is valued for its unique and sensitive landscapes and distinctive places that are highly valued for their environmental, social, cultural and economic assets. The Bellarine is under increasing pressure for development because of its attractiveness, accessibility and proximity to Geelong and Melbourne, and because of environmental factors like the impacts of climate change.

The declaration of the Bellarine as a Distinctive Area and Landscape is only the first step in protection of the Bellarine. The Bellarine is under significant pressure from urban development, and over tourism alongside the growing threat of climate change risks. It is now up to Council to ensure that the Statement of Planning Policy is applied as envisioned by the state government, so that our beautiful Bellarine can be protected and enjoyed by current and future generations. In 2019 the Bellarine was declared a Distinctive Area and Landscape. On the 7th October 2022 the Premier Dan Andrews announced that the Bellarine would be protected via the Final Draft Statement of Planning Policy. During the 4 years of the DAL process, what steps has Council taken to ensure that they are committed to the principles of the DAL and Statement of Planning Policy? (e.g. practical outcomes, changes to policy, training undertaken by Planning Officers, public commitments from the CEO, department heads).

*Thanks for the questions, Jenny.*

*The Statement of Planning Policy is consistent with existing policies for the distinctive areas and landscapes of the Bellarine Peninsula, the Council's settlement hierarchy and the directions for the future growth of the Bellarine.*

*Planning officers have had extensive engagement with planning officers at DTP on the preparation of the Statement of Planning Policy and continue to work with DTP on the implementation of the statement into the Greater Geelong Planning Scheme.*

**Question 2:**

All of the Geelong Councillors, including those not representing the Bellarine, need to vote on planning decisions that impact the Bellarine only. The Bellarine community needs to be assured that the current elected Councillors across the whole of Greater Geelong, understand and are committed to the principles of the Bellarine DAL and the intent of the state government in protecting the Bellarine. By a show of hands how many of the Councillors will demonstrate that they understand and support the DAL and its principles when voting on planning decisions affecting the Bellarine?

*Pursuant to section 46AZ of the Planning and Environment Act, the Bellarine Peninsula Statement of Planning Policy is part of the State planning policy framework.*

*Planning officers and Councillors must have regard for all parts of the Greater Geelong Planning Scheme including the Statement of Planning Policy when making planning decisions within the declared area.*

**Hazel Boyle** asked:

**Question 1:**

When growing up it was “normal” to burn your rubbish in a backyard incinerator or drum producing hazardous air pollutants breathing unknown chemicals into our lungs, but now we know better which is why, in 2015 COGG banned the backyard incinerator. We have had changes in car motors because of emissions, changes in a cows diet to limit methane and wisely, banning backyard incineration. City of Greater Geelong’s website says: ‘By prohibiting the use of incinerators and open air burning in residential areas, we have tried to provide a safe and healthy environment in which all residents of the municipal district enjoy a quality of life that meets the general expectations of the community.

The City adopted these measures to control nuisances, odours and smoke emissions and other discharges into the environment that may adversely affect the enjoyment of life, health, safety and the welfare of the community’ Why, in 2023, with all the scientific studies outlining how incineration risks the health of our community and the environment, and in opposition to your own statement of providing a safe, healthy, enjoyable quality of life that meets our general expectations, is it even being considered by the Geelong Mayor and Councillors to allow an incinerator to impact the future of our children, grandchildren, Lara and surrounds, including here in Geelong?

*Thanks for the questions, Hazel.*

*The planning permit for this application will be determined by the Minister for Planning. As a Referral Authority, Council's formal role in this process is to provide independent advice and feedback regarding the application’s consistency with the Planning Scheme.*

*However, Council has written to the Minister for Planning to convey the community concerns that we have heard relating to the proposed waste-to-energy facility in Lara. This letter is now available to view on the City’s website and will be shared directly with interested community members.*

**Wayne** asked:

**Question 1:**

As the principal of Bellarine Secondary College, and President of the School Council, for over 3 years now we are seeing a significant increase in traffic volume around our school, which has raised concerns about the safety and accessibility of our school. The escalating traffic congestion around our school is a threat to the safety of our students, as it leads to many near misses during arrival and dismissal times. Furthermore, this situation negatively impacts the ability of emergency vehicles to access our school swiftly in case of an emergency.

We believe that through collaboration and the implementation of effective traffic management solutions, we can create a safer environment for our students and alleviate the traffic-related challenges that our school is currently facing. We are eager to work closely with the City Council to address these issues and ensure the well-being of our school community.

We have sought guidance and support in finding a suitable solution to our concerns but as yet this hasn't eventuated to anything which we feel alleviates our concerns. In light of this, we would like to pose the following question to the City Council: "How can COGG work with our school to improve road access and implement measures to mitigate the increased traffic risks in the vicinity of our school, considering the safety and well-being of our students and staff as a priority?"

*Thank you for your question regarding working with the school to improve road access and implement measures to mitigate the increased traffic risks in the vicinity of our school, considering the safety and well-being of our students and staff as a priority.*

*City officers welcome a meeting with relevant officers from the school and will speak to you post the meeting to arrange.*

*The City has implemented various safety measures including; a 40 km/hr speed limit; No Stopping zones where it isn't safe to park; and, additional drop off and pick up parking areas close by to the school where parents can park and walk their children to school.*

*We are aware that some parents are choosing to park illegally in Peninsula Drive at drop off and pick up times. The City's local laws officers are actively monitoring illegally parking along Peninsula Drive and will continue to do so to improve pedestrian safety.*

*As part of the North Bellarine Pool project we have recently installed a new roundabout on Peninsula Drive and the installation of a wombat crossing to give pedestrians a safe crossing between the schools and new pool is currently in progress. This raised crossing will also help lower vehicle speeds in this precinct.*

*The City have future plans to extend Peninsula Drive to Belchers Rd, which will assist managing parking and access demands during school drop-off and pick-up. This proposal has been submitted to Council for budget consideration, however, remains unfunded. The City is reviewing external funding options that may be available to deliver this project.*

*We look forward to discussing this matter further with you.*

**Colin Bridges** asked the following questions on behalf of Karen Firth and Mandy Bridges:

**Question 1:**

The Mayor and the Acting CEO wrote to State MPs (Darren Cheeseman, Alison Marchant, Ella George, Christine Couzens, Gayle Tierney & Jacinta Ermacora) on the 6th of July regarding State Library funding. What response have council had? What further commitments will be made? Libraries services were threatened with being brought inhouse. Could you please confirm that this is no longer being considered?

**Question 2:**

What response have Council had? What further commitments will be made?

*Thanks for the questions, Karen & Mandy.*

*In response to our letter, local MPs have committed to advocating for increased funding for public libraries in Victoria. Council is working collaboratively with Public Libraries Victoria and the Geelong Regional Library Corporation in the development of the strategic vision for libraries and any associated budget submissions. The Municipal Association of Victoria is also actively advocating to the State Government for increased library funding for all Victorian Councils.*

*No discussions have been held to bring the operation of libraries in house.*

**Jan Farrell** asked:

I am the Co-Convenor of the Rainbow Local Government campaign, which is auspiced by the Victorian Pride Lobby. We support and promote the efforts of local governments to foster a culture that is inclusive, responsive and accessible to LGBTQIA+ Victorians. During the 2020 local government election campaign, we wrote to all candidates and asked them to pledge their support to their local LGBTQIA+ communities via five actions. Of the 11 current Councillors, 8 made the pledge. You can see here <https://rainbowvotes.com.au/greater-geelong> The first action was to fly the Rainbow flag on IDAHOBIT day. That one was a monte for you as Greater Geelong has been doing that since 2012. The second was to establish an LGBTQIA+ advisory committee. It took you over 2 years but you finally got there in late 2022.

**Question 1:**

What progress has been made towards the third promise, to develop and implement an LGBTQIA+ Action Plan?

*Thanks for the questions, Jan.*

*The City has been working to the Victorian Government's Pride in our future: Victoria's LGBTIQ+ Strategy to enable the creation of safe, strong and sustainable communities. To support this, the Victorian Government has produced the Rainbow Ready Roadmap, a set of resources for Victorian rural and regional communities to build LGBTQIA+ inclusion that were developed through extensive consultation with LGBTQIA+ communities, including in Geelong. The City is working to deliver on all 15 indicators in the Rainbow Ready Roadmap and has developed an action plan to guide this. The LGBTQIA+ Advisory Committee has been consulted for advice on future directions and will be receiving regular updates on our Rainbow Ready Roadmap action plan progress.*

**Question 2.**

Given that 2024 is the final opportunity that Councillors will have to deliver on their promise to March at the Pride March under a council banner, I ask each Councillor "Will you March under a Greater Geelong banner alongside Rainbow Local Government and the Minister for Local Government on Sunday 4 February 2024?"

*The City is continuously identifying opportunities to increase presence at LGBTQIA+ events. An achievement has been securing the Better Together LGBTQIA+ national conference to be held in Geelong in June 2024 (date TBC), which will include participation from the City. No decision has been made yet about staff attendance at the Victorian Pride March in Melbourne on Sunday 4 February 2024. The event will be promoted to staff along with other LGBTQIA+ events.*

*All Councillors will be offered the opportunity to attend these events if they wish to do so.*

**Mike Percy** asked:

**Question 1:**

Now that the "DAL" has been given legislative approval by the Victorian State Government what will Councils Policy be on the siting of major Tourism Developments on the Bellarine Peninsula? What will be the separation distance between a major development and say a residential area. Take for instance the proposed Bellarine Chocolaterie'.

*Thanks for the questions, Mike.*

*The Bellarine DALs Statement of Planning Policy (SPP) recognises the important role these areas play as tourist destinations and includes objectives and strategies to enable a diverse, sustainable and strong regional economy. The Statement of Planning Policy emphasises the need to preserve significant landscapes and views of them as well as cultural values.*

*The Statement does not specify buffers between major developments and residential areas. Planning applications are considered against all the objectives and strategies in the Greater Geelong Planning Scheme. These include the development of visitor infrastructure and protecting the Bellarine Peninsula's unique rural and coastal identity.*

**Katerina-Larisa Izdebskaia** asked:

**Question 1:**

*We are happy to see the recent public tree-planting in Highton. It supports some tree canopy growth which is positive. With climate change, there are concerns that trees native to Victoria may not be strong enough to survive in the future. QUESTION: there are many kinds of trees available including - native, indigenous and exotic - WHAT is the councils program to select the best trees for Geelong area considering climate change?*

**Question 2:**

*I have seen in Rutland street New Town around ten exotic trees, like Maple or Pinoak, planted very close to the side of this narrow road. I have similar mature trees near my house and the roots of these trees damage foot path, gutters and road surface. QUESTION: Why did the council plant these trees in this location?*

*Thanks for the questions, Katerina-Larisa.*

*To ensure we have a diverse species palate that will be tolerant of the predicted changes, the Cities arborists stay up to date with relevant research, work with nurseries to trial new species and investigate species that are successful in towns that are climate analogues for the Geelong area.*

*The opportunity to introduce trees into the streetscape in Rutland Street met the goals of the Urban Forest Strategy to increase canopy cover. Pin Oak trees were selected as the species that complemented the neighbourhood character and are best suited to the environmental and site conditions. The street works included below ground modifications that provide sufficient space for healthy root development of a larger tree species.*

**Les Dew** asked:

These questions refer to the Planning Application to construct and operate an Energy from Waste Facility at Lara, for which CoGG is a referral authority. CoGG Planning Scheme Clause 33.02-2 requires that there be a buffer or threshold of 1500 metres between an industry in an IN2Z zone, and a Rural Living Zone (RLZ). However, Clause 53.10-1 reduces that threshold to “none specified” or zero metres in the case of a “Combustion, treatment or bio-reaction of waste to produce energy” facility. The noise, air-borne emissions, emissions to land and water, traffic, and light spill or glare from a waste to energy facility will all be significant.

A zero metres threshold from a Rural Living Zone is not consistent with the Purpose of Clause 53.10 which is “To identify those types of uses and activities, which if not appropriately designed and located, may cause offence or unacceptable risk to the neighbourhood.” A waste to energy (WtE), or energy from waste (EfW) facility will certainly cause offence and unacceptable risk to residents in a Rural Living Zone neighbourhood, zero metres away.

**Question 1:**

Will Council now work with the Ministry of Planning to remove a “Combustion, treatment or bio-reaction of waste to produce energy” facility from the Table in Clause 53.10-1, thus restoring the default 1500 metre threshold between an IN2Z WtE or EfW industry and a Rural Living Zone?

*Thanks for the questions, Les.*

*Clause 53.10 - 'Uses and Activities with Potential Adverse Impacts' is a statewide provision, Council does not have the authority to have this altered. This clause sets out a minimum threshold distance between land uses considered to be potentially adverse, such as Industrial use, and land use considered to be sensitive, such as Rural Living. If the minimum threshold distance is not met or there is no threshold distance specified for a proposed land use, then a Section 55 referral to the EPA is required, therefore this application is automatically referred to the EPA for their assessment.*

In November 2015, The City of Greater Geelong (CoGG) entered into a 173 agreement to sell the land at 164-200 McManus Road, Lara, to Prospect Hill International without an explicit statement in the 173 agreements regarding PHI's intended uses of that land. It emerges in February 2021 that PHI then applied for licences from the Environment Protection Authority (EPA) for the construction and operation of an Energy from Waste incinerator on that land, followed by an application for a Planning Permit, 1 April '21.

The City Engineer's Referral Report is published in the same month. Why the hurry? The evidence of toxic emissions and serious health risks of waste incineration were published by Allsopp in 2001 and stated again with more evidence by Tait in 2020. Most recently, the United Nations Special Rapporteur on Toxics and Human Rights, Dr. Marcos Orellana, found in September 2023 that "incineration imposes heavy health and other costs on local communities, and it is a significant source of greenhouse gases." And all this is going to happen less than 350 metres from the nearest child's bedroom window.

**Question 2:**

Will Council now advise the government of Victoria that a Big Waste Incinerator is not appropriate anywhere in the City of Greater Geelong?

*Council's formal role in this process continues to be referral authority only. However, we have written to the Minister for Planning to convey the community concerns that we have heard relating to the proposed waste-to-energy facility in Lara. This letter is now available to view on the City's website, and will be shared directly with interested community members.*

**Melanie Ann Keegan** asked:

Good Evening Mr Mayor and Council. My question refers to Prospect Hill International Waste to energy facility, Mc Manus Rodd Lara.

**Question 1:**

Has the City of Greater Geelong received an official Business Plan for the facility? If not, could the City of Greater Geelong please request to attain one from Prospect Hill International?

*Thanks for the questions, Melanie.*

*As the City is a Referral Authority only in this process, we are not in a position to request this documentation from the applicant.*

**Question 2:**

Will the City of Greater Geelong engage this Facility "Prospect Hill" to burn the community's rubbish, and at what cost will this be to the Council and to the community/ratepayer's?

**Response Question 2:**

*As the planning application is still under being considered by the Minister for Planning, Council has not yet undertaken any assessment of future use of the proposed facility.*

**Lex Chalmers OAM** asked:

**Question 1:**

I'm asking the Council to Please save 'Waverley', at 94 Western Beach Rd, Geelong. Council's Heritage Strategy Vision states:

We will recognise, protect and share our heritage which contributes to the character and sense of place in our community. Heritage is an important part of our identity and has made Geelong a great place to live for thousands of years. Our present and future will be guided by the recognition, respect and celebration of our past.

'Waverley' is an opportunity for council to demonstrate that it supports this Vision.

Its cavity brick walls are a technological advance used for the first time in Australia increasing its structural stability and insulation. It also represents an opportunity to celebrate and interpret for visitors the influence and work throughout the Region of two Scottish architects, Davidson and Henderson, between 1867 – 77, and that of Alexander Davidson alone between 1865 – 1890. The Western District has 55 of their buildings, from churches and mansions to pubs; Geelong has 39, and Melbourne 10. As Councillors will be aware, I have provided them with a copy of a personal letter requesting that the Prime Minister of Australia and Premier of Victoria review the concept plans for the GCEC. 'Waverley' is so important to retain in Geelong as Australia's UNESCO City of Design; in my view every bit of fabric created by Davidson and Henderson should be celebrated.

*Thanks for the questions, Lex.*

*The decision on 'Waverley's future rests solely with the Victorian Government and the Minister for Planning*

*The City's views were sought in accordance with the provisions of the incorporated plan. We have recommended an appropriate design response be sought in which 'Waverley' is retained.*

**Vicki Perrett** asked:

**Question 1:**

Tonight I want to speak about the Bellarine's eco tourism potential in particular for cycle tourism. I'm a keen cyclist and e-bike convert. I'm also a member of the Bellarine Bicycle Users Group, which promotes safe cycling and advocates for active travel infrastructure. We envisage an iconic shared trail network across the Bellarine peninsula connecting coastal towns with each other and the Bellarine Rail Trail (BRT).

While the BRT links Geelong to Queenscliff, there are no safe routes for people to use to visit any other towns on the peninsula. Both locals and visitors would like to be able to travel safely from Queenscliff to St Leonards or from Drysdale to Portarlington or from Clifton Springs to Ocean Grove. Over recent years, other Victorian regions have been funded to further develop their shared trails. For example, the Great Victorian Rail Trail, Murray to Mountains, East Gippsland Rail Trail, Great Southern Rail Trail and O'Keefe Rail Trail. Our regions seems to be missing out.

When the City adopted its Shared Trails Master Plan in 2020, it committed to implement improvements that would fix trail deficiencies and network gaps. We were disappointed that the funding for the complete the feasibility study for the Drysdale-Portarlington route was shelved in the last budget.

We request the City explores the potential for the Bellarine Coastal Cycling Connection. What is Council doing to fulfill its commitment to create active travel linkages across the Bellarine?

*Thanks for the questions, Vicki.*

*Council recognises the value of a well-connected and accessible trail network and will continue to explore opportunities to improve our networks as identified in the 2020 masterplan.*

*Work has commenced on assessing the feasibility and concept options for shared trail connections between local towns on the Bellarine and remains a top priority for this Council. We are continuing to work through resource allocations and will seek to progress this project as quickly as possible.*

**Jennifer Bantow** asked:

**Question 1:**

The former Deakin University car park in Western Beach is now under Victorian Government jurisdiction for building the Geelong Convention and Exhibition Centre. Waverley House and interior at 94 Western Beach is protected under two local government heritage overlays, HO 339 Residence including interior, and HO 1638 Woollen Mills Industrial Heritage Area. Does Council agree that with an imaginative design Waverley House and its interior should be conserved and be incorporated into the plans of the new development as a feature showcasing Geelong's industrial heritage and designation as a City of Design?

*Thanks for the questions, Jennifer.*

*The Minister for Planning will decide on the future development in relation to the Geelong Convention and Exhibition Centre, this includes the future of Waverley House.*

*The application was forwarded to the City for comment; noting it was not a permit referral as no permit is required. The City's response acknowledges the heritage significance of Waverley and a preference for Waverley to be retained and repurposed within the Convention and Exhibition Centre*

**Question 2:**

At the last meeting of the Greater Geelong Heritage Advisory Committee Chaired by Cr Cadwell, on Monday 28th August, a motion was passed: "That the City of Greater Geelong Heritage Advisory Committee support the conservation of Waverley House to preserve the special cavity brick wall structure, and its inclusion into the plans for the Geelong Convention and Exhibition Centre".

This motion was passed unanimously, without dissent by the six group representatives, one community rep present, and another group representative by email. The City is a Referral Authority for comment on the Geelong Convention and Exhibition Centre Strategic Development Site Project Incorporated Document 68-92 and 94 Western Beach Road Geelong April 2023. What input has the City had in commenting on the Geelong Convention and Exhibition Centre Strategic Development Site Project Incorporated Document 68-92 and 94 Western Beach Road Geelong April 2023?

*The City has not provided a formal contribution into the incorporated document, which was prepared within the Department of Transport and Planning and not exhibited.*

*The following questions were asked from the floor:*

**Ian Kelly** asked:

**Question 1:**

Are Councillors aware that the Saleyards truck wash charges have increased by 241% from \$1.00 per minute to \$3.41. in the 2023-24 Council Budget effective 1 September 2023. (2023-24 Budget Fees & Charges Schedule, Page 86 under Design & Services). This appears to be an administrative mistake as it is the equivalent of petrol prices going from \$1.60 per litre to \$5.46.

The charge per minute of \$3.41 is way above comparable truck wash prices as follows:

Ballarat \$0.95, Colac \$1.00, Mortlake \$0.90, Bendigo \$1.25, Kyneton \$1.28, Hamilton \$1.15

The charge of \$3.41 per minute will make the cost of washing a livestock:

Semi-trailer 2 deck go from approximately \$30 to \$102;

Semi-trailer 4 deck go from approximately \$80 to \$273; and

B Double from \$120 to \$409.

At these prices carriers will not be able to afford to wash their trucks after each load and will have to leave them dirty for the next load. This is a significant Bio-Security risk for farmers and Primary Production.

As a "High Performing Council" being a Not-for-Profit Public organisation the Truck Wash Charges should be within existing competitive market rates.

Can you please investigate this and have the Finance Dept correct it quickly before 1 September or defer the increase until you have completed your investigations?

**Question 2:**

As the current location of the Truck Wash is destined to become a residential area where is the Truck Wash planned to be relocated and when is that planned to occur?

*Thank you Ian for your questions regarding the Truck Wash facility.*

*The cost increase to \$3.41 from \$1.00 is correct. The cost included in the 2023-24 Fees and Charges Schedule was adopted with the annual budget in June 2023. The price increase is designed to achieve a net zero cost to ratepayers.*

*The City recently completed a review of use of the truck wash with the analysis showing an annual running cost of \$250,000 with each use having a cost of \$148.54 to the City, the result being an average monthly cost to ratepayers of \$13,926 to subsidise the service. 92 per cent of trucks using the facility were from outside of the municipality.*

*The City of Greater Geelong continues to provide a truck wash service at a price which is more sustainable for the City and does not require ratepayers to heavily subsidise the service at the expense of other core services provided by Council.*

*Truck wash facilities in regional Victoria are mainly associated at a livestock exchange facility. Presently there is no stock movement at the truck wash in Geelong.*

**Chris Reynolds (Secretary Theatre 3triple2 – Potato Shed) asked:**

What is Council doing to actively lobby both the State and Federal Governments to secure additional funding for the Potato Shed Redevelopment? The redevelopment has been in the planning stage since 2010.

Also, the disability access for patrons with wheelchairs and walkers entering the Potato Shed is inadequate, and I believe not up to Australian Standards. This problem could easily be rectified with the addition of automated sliding doors at the main entrance.

When will work be undertaken to correct this situation?

*The Mayor thanked Chris for his questions which were taken on notice.*

**Tom O'Connor** asked the following question in relation to the Tourism Destination Master Plan:

When will the final document be available to help guide current and future private investors?

*The Mayor thanked Tom for his question which was taken on notice.*

## **1.8. Petitions**

Nil

## 2. REPORTS

### 2.1. Bellarine Ward Councillor Elise Wilkinson - Affirmation of Office

**Source:** Strategy, Governance and Corporate  
**Chief Legal Counsel,  
Governance and Risk Officer** Vesna Allan

#### Purpose

1. To record the Affirmation of Office undertaken by Bellarine Ward Councillor Elise Wilkinson.

#### Background

2. An extraordinary vacancy in the Bellarine Ward occurred as a result of the resignation of Councillor Stephanie Asher on 29 July 2023.
3. The Victorian Electoral Commission (VEC) conducted a countback of all the formal votes for Bellarine Ward from the 2020 Greater Geelong City Council Election to fill the extraordinary vacancy.

#### Key Matters

4. A person elected to be a Councillor is not capable of acting as a Councillor until they have taken the Oath or Affirmation of office in accordance with Section 30 of the *Local Government Act Vic 2020* (the Act).
5. The VEC declared Elise Wilkinson as the elected representative for Bellarine Ward following the countback.
6. Ali Wastie, Chief Executive Officer, administered the Affirmation on 1 September 2023.
7. A copy of the dated and signed Affirmation of Office is included as **Attachment 1**.

#### RESOLUTION - Item 2.1

Cr Sullivan moved, Cr Aitken seconded -

**That Council note the Affirmation of Councillor Elise Wilkinson as per Attachment 1.**

**Carried**

***Financial Sustainability***

8. There are no financial implications associated with this report.

***Community Engagement***

9. A copy of the prescribed Affirmation will be available to the community as part of formal Council minutes.

***Social Equity and Sustainability***

10. There are no social equity implications associated with this report.

***Relevant Law/Policy/Legal Implications***

11. The Affirmation was undertaken in accordance with s 60 of the Act and as prescribed in the *Local Government (Governance and Integrity) Regulations 2020*.

***Alignment to Community Plan and Vision***

12. This report aligns with *Our Community Plan 2021-2025* strategic priority: High-performing council and organisation.

***Conflict of Interest***

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

***Risk Assessment***

14. For a person to act as a Councillor they must take the Oath or Affirmation of office; this report ensures compliance with the Act.

***Environmental Sustainability***

15. There are no environmental implications associated with this report.

**Attachments**

1. Affirmation of Office - Elise Wilkinson [2.1.1 - 1 page]

THE CITY OF  
GREATER GEELONG

## AFFIRMATION OF OFFICE



I, Elise Wilkinson, solemnly and sincerely declare and affirm, that I will undertake the duties of the office of Councillor in the best interests of the municipal community.

I will abide by the Councillor Code of Conduct and uphold the standards of conduct set out in the Councillor Code of Conduct.

I will faithfully and impartially carry out and exercise the functions, powers, authorities and discretions vested in me under the **Local Government Act 2020** and any other Act to the best of my skill and judgment.

A handwritten signature in cursive script, appearing to read "Elise Wilkinson".

Elise Wilkinson

Declared at Geelong before me this first day of September 2023.

A handwritten signature in cursive script, appearing to read "Ali Wastie".

Ali Wastie  
Chief Executive Officer

## 2.2. Amendment C278ggee – Marshall Precinct Structure Plan Adoption and Exhibition

**Source:** Planning and Design  
**Executive Director:** Gareth Smith

### Purpose

1. To seek a Council resolution to exhibit Greater Geelong Planning Scheme Amendment C278ggee following adoption of the Marshall Precinct Structure Plan, July 2023.

### Background

2. The Armstrong Creek Urban Growth Plan guides development of the area to provide housing for 54,000 people in 22,000 households. Development has substantially commenced. Marshall is the northern-most precinct structure plan (PSP) covering 123 hectares. In 2017, due to the precinct's fragmented landownership, the City committed to prepare the PSP. Preparation of other Armstrong Creek PSPs were developer-led.
3. Council released a draft Marshall PSP for public consultation in mid-2019 following approval to do so at the 9 July 2019 council meeting. Submissions were received from a mix of landowners, developers and government agencies and authorities.

### Key Matters

4. Since release of the 2019 draft Marshall PSP, Council has refined the plan informed by the submissions, new technical assessments and further planning review (refer to **Attachment 1** for discussion). Delay in completing the PSP was mainly due to complexities in resolving the stormwater drainage strategy for the precinct.
5. **Attachment 2** shows the future urban structure (FUS) for the Marshall Precinct. The plan is similar to the 2019 plan by providing residential, mixed use and commercial uses. The precinct will yield over 1,555 dwellings. The FUS plan forms part of the Marshall PSP recommended for adoption at this council meeting (at **Attachment 4**).
6. An amendment is required to facilitate development. The amendment proposes to insert a new schedule to the Urban Growth Zone (**Attachment 3** map). The amendment will incorporate the Marshall PSP, Marshall Development Contributions Plan and Marshall Native Vegetation Precinct Plan into the Planning Scheme, as well as applying the Environmental Audit Overlay.
7. The amendment also proposes to apply a Design and Development Overlay to 137 Barwarre Road (located outside the Marshall PSP) to safeguard future public access to the train station directly from Barwarre Road. Refer to **Attachment 1** for discussion.
8. The precinct is a unique development location for Geelong. Close to a train station, arterial roads and set within attractive remnant vegetation, the precinct will offer diverse housing choice, local employment opportunities and habitat protection.
9. It is recommended the Marshall PSP be adopted, and Amendment C278ggee exhibited inviting submissions.

## **RESOLUTION - Item 2.2**

**Cr Mason moved, Cr Cadwell seconded -**

**That Council:**

- 1. Adopt the Marshall Precinct Structure Plan, July 2023 (as shown in Attachment 4).**
- 2. Support the preparation and exhibition of Amendment C278ggee to the Greater Geelong Planning Scheme to:**
  - 2.1 Insert Schedule 7 to Clause 37.07 Urban Growth Zone, and replace the Urban Growth Zone map with Urban Growth Zone Schedule 7 map to the land shown in Attachment 3;**
  - 2.2 Rezone Marshall Train Station land south of the station carpark from Transport Zone Schedule 1 to Urban Growth Zone Schedule 7 (this land is included in the Attachment 3 map);**
  - 2.3 Rezone anomaly road reserve land from Farming Zone and Urban Growth Zone Schedule 4 to Urban Growth Zone Schedule 7 (this land is included in the Attachment 3 map);**
  - 2.4 Apply Development Contributions Plan Overlay Schedule 10 and map to all the Urban Growth Zone Schedule 7 land;**
  - 2.5 Apply the Environmental Audit Overlay to potentially contaminated land within the Marshall Precinct upon final advice of the Environment Protection Authority;**
- 3. Amend the Schedule to Clause 72.04 to incorporate the following documents:**
  - 3.1 Marshall Precinct Structure Plan, July 2023;**
  - 3.2 Marshall Development Contributions Plan, August 2023; and**
  - 3.3 Marshall Native Vegetation Precinct Plan, October 2022.**
- 4. Apply a Design and Development Overlay Schedule and map to the land at 137 Barwarre Road, Marshall.**
- 5. Request the Minister for Planning to authorise the preparation and exhibition of Amendment C278ggee.**

**Carried**

### ***Financial Sustainability***

10. It is proposed to apply a Development Contributions Plan (DCP) to the Marshall PSP area (being the land zoned Urban Growth Zone Schedule 7). DCPs were applied throughout the Armstrong Creek Urban Growth Area and some infrastructure attributable to Marshall is shared with the Horseshoe Bend Precinct DCP and North East Industrial Precinct DCP.
11. The Marshall DCP has been prepared by the City. Planning costs, such as fees paid to consultants to complete technical assessments that inform the DCP, are included in the DCP levy. This means the City will recover planning costs when developers undertake subdivision and development. Costs associated with any forthcoming panel hearing are also a contingent item in the DCP.
12. The Marshall DCP levy per net residential developable hectare is \$989K and the levy per net commercial developable hectare is \$858K. The total DCP infrastructure cost is \$68.7M. A summary of DCP costs is provided in **Attachment 1**.
13. The DCP will become an incorporated document in the planning scheme which would legally bind Council to the provisions of the plan.
14. Contributions towards Armstrong Creek Growth Area community facilities will also apply in the form of a per dwelling levy consistent with Section 46L of the *Planning and Environment Act*. The total community infrastructure levy is \$2.17M.
15. The DCP will enable the collection of levies to ensure the identified shared infrastructure is funded to enable the City and developers to provide the infrastructure. The City will act as the collecting agency and may deliver infrastructure or enter into agreements with developers to provide land and works in-kind.

### ***Community Engagement***

16. In reaching this report's position to recommend preparation and exhibition of Amendment C278ggee, the City has engaged directly affected landowners. Officers have written to landowners informing them of this report being listed on the agenda for the 26 September 2023 Council Meeting.
17. If Council resolves to support the recommendation, the public exhibition process will involve a mail out to all directly affected and nearby landowners, notices to prescribed ministers, authorities and agencies, notices in local newspapers, and notice on the City's website and the Victoria Government Gazette as required by the *Planning and Environment Act 1987*. Exhibition, subject to ministerial authorisation, is planned for late 2023.
18. Interested parties will be able to make submissions which are intended to be considered under Council delegation.
19. It is more than likely that all submissions will be referred to an Independent Panel appointed by the Minister for Planning. Submitters then have the opportunity to appear and present their case at the panel hearing. It is noted that all submissions referred to a panel are considered by the panel, irrespective of whether a submitter appears or not.
20. In addition to Council's notice obligations under the *Planning and Environment Act 1987*, there is a long history of engagement with Marshall PSP landowners, prospective developers, authorities and agencies. Engagement culminated in the

release of a draft Marshall PSP for public consultation in mid-2019 as highlighted above. Details can be found in the 9 July 2019 [Council Minutes](#).

### **Social Equity and Sustainability**

21. The amendment has appropriately considered social equity principles. The City has engaged with landowners and other stakeholders about the proposed amendment. Further engagement will occur as part of exhibiting the amendment.
22. The amendment will provide social benefits by facilitating residential development conveniently located to a broad range of services. The additional land supply will also provide opportunity for new residents to settle in the area and help ease housing affordability pressures. Marshall is expected to deliver greater housing diversity including apartments, townhouses and social housing.
23. Close proximity to the Marshall Train Station is a significant advantage for the precinct. The amendment will facilitate improved access and usability of the station and encourage walking and cycling.

### **Relevant Law/Policy/Legal Implications**

24. There is strong support for the amendment in the Greater Geelong Planning Scheme. Most notably the land is already zoned Urban Growth Zone (UGZ). The purpose of the UGZ is to manage the transition of non-urban land into urban land in accordance with a precinct structure plan.
25. The strategic directions in Council's Municipal Planning Strategy at Clause 02.03 include to facilitate the orderly and controlled development of the Armstrong Creek Urban Growth Area, generally in accordance with the *Armstrong Creek Urban Growth Plan, Framework Plan (2008, updated September 2012 and June 2015)* Incorporated Document.
26. The Marshall Development Contributions Plan has been prepared in accordance with Clause 19.03-1S *Development and infrastructure contributions plans*.
27. Both the Marshall Native Vegetation Precinct Plan and the Marshall Precinct Structure Plan have been prepared in accordance with Clause 12.01-1S *Protection of biodiversity*.
28. The amendment complies with Ministerial Direction No. 1 (MD1) *Potentially Contaminated Land*. The land was historically used for agriculture, and some properties are now used for caravan and car bodies and fuel storage, as well as filling activities. There is a risk of contamination associated with these uses.
29. MD1 contains specific requirements for land which is determined to be potentially contaminated. Additional requirements apply for land proposed to be used for sensitive uses, defined as residential uses, child-care centres, kindergartens, pre-school centres or primary schools, even if ancillary to another use, and for secondary schools and children's playgrounds. Where an amendment allows these uses (whether or not subject to a permit) a process under the environmental audit system, administered by the Environment Protection Authority, is required to demonstrate that the land is suitable for its intended use.
30. In accordance with MD1 an Environmental Audit Overlay (EAO) is proposed for the Marshall PSP residential land subject to final advice of the Environment Protection

Authority. This approach is consistent with MD1 and MD19 *Amendments That May Significantly Impact the Environment, Amenity and Human Health*, and Planning Practice Note 30, which identifies the EAO as the preferred mechanism to defer a preliminary risk screen assessment or environmental audit.

#### ***Alignment to Community Plan and Vision***

31. This report aligns with Our Community Plan 2021-2025 strategic priority:  
Sustainable growth and environment.
32. 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***

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

#### ***Risk Assessment***

34. The amendment includes rezoning the southern portion of the Marshall Station VicTrack land from Transport Zone 1 to Urban Growth Zone 7. This land does not form part of the redeveloped station and carpark plans and preliminary discussions with Rail Projects Victoria have occurred. The VicTrack land is included in the Marshall PSP and Station Precinct Concept Plan. The land is integral to the concept plan design and contributes to the net developable area and forecast dwelling yield. Discussions with VicTrack shall proceed when the amendment is exhibited however it is not confirmed if the VicTrack land is or is not required for future rail and station related uses.
35. The Marshall PSP allows higher density residential development within walking distance to the Station Precinct. There are also areas of remnant native woodland close to the station that will be protected in future conservation reserves. This dynamic has created residential parcels that will require creative housing design and access solutions, including detailed assessment of bushfire hazard at subdivision and development stage. The entire precinct is designated a Bushfire Prone Area.
36. The conservation reserves were classified as woodland hazard in the Marshall PSP Bushfire Assessment and Development Report, May 2022. This classification requires low threat setbacks in order to achieve a BAL-12.5 standard for dwellings. There is a risk some of this residential land is not developable or the conservation reserves may need to be modified if the Bushfire Prone Area designation is not removed by the State Government as development of the precinct progresses.
37. Because of the complexities to deliver drainage infrastructure, which includes outfall structures outside the Marshall PSP area, the City may need to take the lead in the future to acquire private land in order to facilitate development. For this reason, the land required for drainage infrastructure has been valued and included in the Marshall DCP. For similar reasons, the land required for the East-West Connector Road and realigned Drews Road have been valued and included in the Marshall DCP.

#### ***Environmental Sustainability***

38. The amendment is supported by technical assessments and planning controls to provide for sustainable dwelling and subdivision design, best practice stormwater management, native vegetation retention and improving habitat for native species. The Marshall PSP proposes a range of requirements and performance-based targets to achieve and maintain a net zero carbon footprint.
39. Environmental sustainability is further discussed in **Attachment 1**.

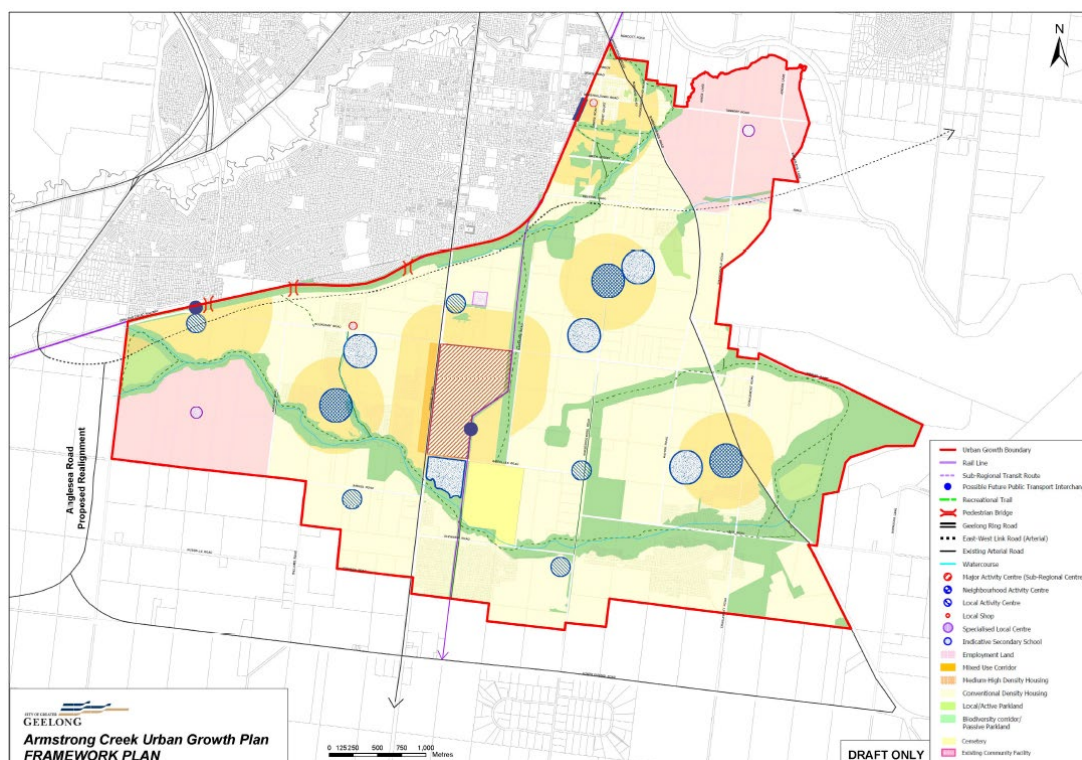
### **Attachments**

1. Attachment 1 - Discussion Preparation of Amendment C 278 ggee (003) [2.2.1 - 8 pages]
2. Attachment 2 - Marshall Future Urban Structure Plan [2.2.2 - 1 page]
3. Attachment 3 - Urban Growth Zone Schedule 7 map [2.2.3 - 1 page]
4. Attachment 4 - Marshall Precinct Structure Plan, July 2023 [2.2.4 - 151 pages]

## Attachment 1

**Discussion: Preparation of Amendment C278ggee****Background to the Marshall Precinct Structure Plan**

1. The Armstrong Creek Urban Growth Plan guides development of the area to provide housing for approximately 54,000 people and associated services and infrastructure. Armstrong Creek is identified as a key urban growth area in Council's Municipal Planning Strategy.
2. Development has substantially commenced generally in accordance with the plan, which is an Incorporated Document in the Greater Geelong Planning Scheme shown here:



3. Marshall is the northern-most precinct structure plan (PSP) covering 123 hectares. In 2017, due to the precincts' fragmented landownership, the City committed to prepare the PSP. Preparation of other Armstrong Creek PSPs were developer-led.
4. Council released a draft Marshall PSP for informal public consultation in mid-2019. Submissions were received from a mix of landowners, developers and Government agencies and authorities.
5. Directly affected landowner submissions were generally supportive of the plan, particularly the allocation of land uses for residential purposes and commercial uses in the northern part of the precinct accessed from Barwon Heads Road. Two landowners suggested the extent of land reserved for native vegetation conservation be modified.
6. Several submissions were received from surrounding landowners, mainly about existing traffic issues, gaps in the pedestrian and cycle network and environmental impacts of future development. Residents of Priory Court and St Cuthberts Court opposed any through vehicle access to the Marshall Precinct.

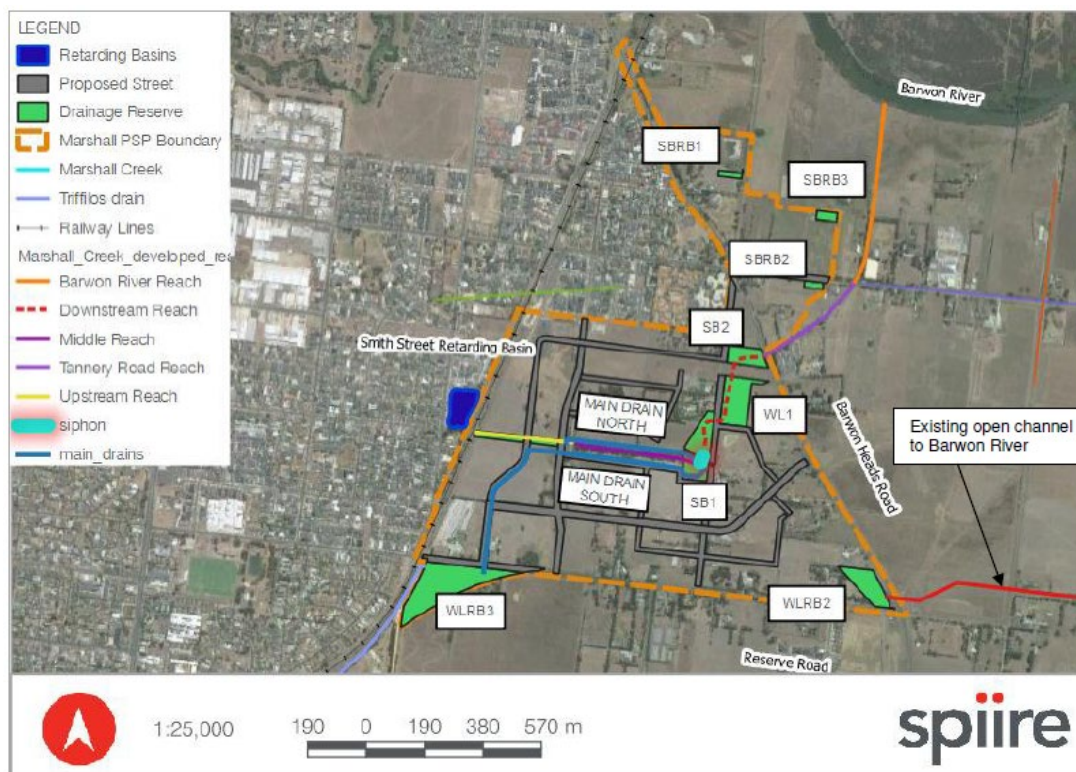
7. Comments were received from Barwon Water, VicTrack, the Department of Transport (now Department of Transport and Planning) and the Corangamite Catchment Management Authority highlighting corrections to the plan and providing relevant advice.
8. Since release of the 2019 draft Marshall PSP, Council has refined the plan informed by the submissions, new technical assessments and further planning review. Delay in completing the PSP was due to complexities in resolving the stormwater management strategy for the precinct, as well as updates to native vegetation and fauna survey work. These matters are discussed in the following sections of this report.

#### Marshall Precinct Stormwater Management Strategy

9. Spiire were engaged by Council to undertake a Stormwater Management Strategy (SWMS) for the Marshall Precinct Structure Plan. The SWMS is integral to the PSP and informs the Future Urban Structure (FUS) and Marshall Development Contributions Plan (DCP).
10. The SWMS has been prepared to identify a system which manages both stormwater water quality and stormwater quantity, including conveyance of flows through, and downstream of the precinct area.
11. The Marshall SWMS incorporates offline wetlands, retarding basins, sediment basins and main drainage pipes, and allows for the following environmental features:
  - 11.1 Formalisation of Marshall Creek into a constructed waterway, from the railway line in the west of the precinct down to the confluence with the Barwon River.
  - 11.2 Protection of the middle reach of Marshall Creek, which is flanked by high value Native Vegetation (including Bellarine Yellow Gums) to be retained. The flow regime through this reach will be maintained to protect the long-term health of this vegetation community.
  - 11.3 Creation of an outfall at the southeast corner of the precinct which outlets to Sparrovale – Nubijt yooree Wetlands, immediately downstream of Sparrovale Linear Wetland. This comprises a piped outfall, which will serve some Barwon Heads Road catchments and also the future North East Industrial Precinct. The pipe transitions to a waterway and extends through Sparrovale – Nubijt yooree Wetlands area, with the ultimate design to integrate with the masterplan.
  - 11.4 Volumetric reduction of stormwater has not been assessed or provided for in the Marshall SWMS. Recycled Water will be provided by Barwon Water to the precinct and this will be mandated for toilet flushing and garden tap supply. In the absence of any other large demands, such as sporting ovals, meaningful volumetric reduction of stormwater is considered unfeasible.
12. The SWMS is informed by flood mapping predicting 1% AEP existing conditions flood depths and extents across the Precinct and surrounds. There is shallow and broad flooding across the southern and central part of the Precinct. This is to be expected through this area which is relatively flat, with the absence of any substantial waterways or open channels. Further north and downstream, Marshall Creek becomes more defined and flood extents are more confined to this waterway corridor.
13. In addition to being flood-prone, there are several constraints present across the Precinct which create complexities from a stormwater management perspective. Section 2 of the SWMS provides a description of these constraints; being the railway line, AusNet transmission line easement, Barwon Water main outfall sewer and informal drainage lines and outfall to the Barwon River and floodplain.
14. Preparation of the SWMS considered interfacing major infrastructure projects. The Marshall Precinct is roughly triangular in shape and bounded by three transport

infrastructure projects: the Geelong to Warrnambool rail line to the west; Barwon Heads Road duplication to the east; and the planned Bellarine Link Road (Reserve Road) to the south. At the time of preparing the SWMS, major upgrade projects for each one of these transport links were underway. The SWMS also assessed the implications of the North East Industrial Precinct PSP and DCP, prepared by The City in 2010.

15. A critical feature of the Marshall Precinct is the existing on-site remnant vegetation and opportunity to provide habitat for native fauna. The native vegetation forms a major consideration for the SWMS, as it is critical this vegetation is not impacted.
16. A fauna assessment report found that development of the Marshall PSP is unlikely to significantly impact listed species. The report made several recommendations which have informed the SWMS, including:
  - 16.1 That the development design retains existing native vegetation and fauna habitat.
  - 16.2 Improve water quality, manage flow rates and create appropriate hydrology for retaining wetlands within the landscape, and improving habitats for native wildlife such as Growling Grass Frogs and Latham's Snipe.
  - 16.3 Manage construction work to avoid direct and indirect impacts to waterways.
17. The final SWMS has therefore been considered in some detail, due to the high number of constraints, opportunities and interfacing projects. To supplement the strategy, a preliminary design for each significant SWMS asset (e.g.: wetlands and basins) has been undertaken, to ensure the requirements for each asset is understood, and to suitably inform the DCP.
18. The Marshall PSP SWMS layout is shown below:



### Assessing Biodiversity

19. A feature of the precinct are the pockets of native vegetation and scattered trees. This includes mature Bellarine Yellow Gum and River Red Gum within the Smith Street reserve and on the verges of Drews Road. Remnant grassy woodland is located on several parcels linked to these reserves and identified in an Environmental Significance Overlay Schedule 1 (*areas of flora and fauna habitat and of geological and natural interest*).
20. Most of this vegetation is proposed to be retained in conservation reserves. The Marshall Native Vegetation Precinct Plan (NVPP), October 2022, prepared by Ecology & Heritage Partners applies a holistic, landscape wide approach to retention and removal of native vegetation within the precinct area.
21. The objectives of the NVPP include to ensure there is no net loss to biodiversity as a result of the approved removal, destruction or lopping of native vegetation and to ensure that areas set aside to protect native vegetation are managed to conserve biodiversity and other values in accordance with the NVPP.
22. Alongside preparation of the NVPP, a fauna assessment report was completed by EcoLink in May 2022. The assessment included desktop review for potential impacts to Matters of National Environmental Significance under the EPBC Act, as well as targeted surveys for Growling Grass Frog, Latham's Snipe and native fish species.
23. The fauna report determined that development of the Marshall PSP is unlikely to significantly impact Growling Grass Frogs, which were not recorded during the current surveys, nor within the study area during the desktop assessment or during previous surveys. Other listed species were also unlikely to be impacted. Based on these findings, the report concluded that future development is unlikely to significantly impact any EPBC Act-listed fauna species.
24. To avoid and mitigate impacts to the Lake Connewarre wetland system and improve onsite biodiversity, the fauna report made several recommendations which informed the Marshall Stormwater Management Strategy.

### Preparing the Marshall Future Urban Structure Plan

25. The future urban structure (FUS) plan for the Marshall Precinct is shown in Attachment 2 of this Amendment C278ggee Council Report. The plan is similar to the 2019 plan by providing for residential uses and strategically located commercial uses. The precinct will yield over 1,555 dwellings. The FUS plan forms part of the Marshall PSP recommended for adoption by Council and progression to a planning scheme amendment.
26. Fundamental to the plan is to take advantage of existing and planned infrastructure and natural features. This includes the redevelopment of the Marshall Train Station, convenient north-south Drews Road connection to Marshalltown Road and the Horseshoe Bend Precinct, frontage to Barwon Heads Road, and existing patches of remnant native vegetation, water bodies and scattered trees, including the Smith Street greenway reserve.
27. The FUS actively encourages walking and cycling leading to the station and local parks. The plan allows for increased housing densities in and around the Station Precinct, with off-road shared path connections through to community facilities, schools, and sports reserves adjacent to the precinct. This approach enables higher numbers of people to live within walking distance of their daily needs and promotes subdivision design that is more conducive to walking and cycling.
28. Key features of the Marshall FUS plan therefore include:

- 28.1 Delivery of a high use public and active transport precinct through transit-oriented development and design focused on a walkable catchment around Marshall Train Station and links with green spaces.
- 28.2 Provision of medium and high-density residential development that maximises the location of Marshall Train Station, provides a high amenity interface and integration with land uses including roads, parks, shopping and open space.
- 28.3 Provision for commercial development with frontage to Barwon Heads Road and on land close to the Barwon River floodplain and the North East Industrial Precinct.
- 28.4 Delivery of a permeable movement network with high amenity, human scale on-road and off-road connections incorporating blue-green infrastructure, that links with green spaces, enhance and prioritise public and active transport opportunities and reduces car dependency.
- 28.5 Preservation and enhancement of areas of significant biodiversity value through the retention of native vegetation and tree planting that connects to green links, open space and waterways.
- 28.6 Delivery of the Marshall Stormwater Management Strategy as discussed above.
29. The plan has considered submissions from the 2019 draft Marshall PSP. The plan only proposes pedestrian connection from the Marshall Precinct to Priory Court and St Cuthberts Court. Due to natural recruitment of native vegetation, the land required for conservation retention has increased in the final FUS plan. The significance of this vegetation also required the main east-west connector road alignment to shift south, where it intersects with Drews Road, so as to avoid vegetation removal.
30. The 2019 VicTrack submission raised concerns with the plan showing the possible southerly relocation of the Marshall Train Station platforms and the designation of patron car parking land for housing.
31. Following discussions with State Government officers and their consultants planning for the redevelopment of the station, the Marshall PSP has responded to the station future layout and function. The station is currently under construction.
32. The Marshall PSP Station Concept Design incorporates the State Government station redevelopment plan and proposes to rezone surplus land south of the car park to the Urban Growth Zone Schedule 7. This will enable proper integration between the station and the broader mixed-use and high-density residential precinct that forms part of the Marshall PSP.
33. The Station Concept Design plan is shown on the next page.
34. Both the FUS plan and the Station Concept Design identify future station access from outside the Marshall PSP, west of the railway line, on private land at 137 Barwarre Road, Grovedale. This relatively large residential property of 10,000sqm contains a single dwelling, with significant redevelopment potential and opportunity to provide a direct western connection to the station.
35. The planning tool proposed to be applied to 137 Barwarre Road is a Design and Development Overlay (DDO). The purpose of the DDO will be to facilitate improved pedestrian, cycling and vehicle connections between the established suburb of Grovedale and Marshall Station. This location was chosen as it aligns with the proposed station pedestrian overpass and is contained within a single ownership. The DDO will future-proof the site should it be redeveloped.

**P18. STATION CONCEPT DESIGN INTENTION**



**KEY**

Station Precinct Boundary from FUS	Key Pedestrian Link	Activated interface for ground-level non-residential uses
Connector Road	Potential Community Facility	Activated interface with landscaped setback
Roundabout	Passive Open Space	Indicative pedestrian bridge
Main Street (Bus Capable)	Medium-High Density Residential	Pedestrian and Cyclist Priority Treatment
Local Access Street (Bus Capable)	High Density Residential	Possible Supermarket Location
Sewer Easement	Drainage Reserve	Apartment Building Location with Active Corner
Pedestrian Street (16m Refers to New Cross Section)	Preferred locations for Retail / Commercial Non-Resi Uses	Key Intersection with Placemaking Potential Corner
Train Station	Indicative Trees to be Retained (refer to NVPP)	Active Retail Edge Presented to Station
Shared Path	Key Place Making Opportunity	

36. As part of the preparation of the FUS plan, the City engaged Ratio Consultants to update the traffic impact assessment previously produced in 2019. The findings of the assessment (March 2023) included that:

36.1 The proposed transport network provides a well-connected and permeable road network, taking advantage of committed and planned investments in surrounding transport infrastructure.

36.2 An extensive and well-connected bicycle and pedestrian network is provided across the precinct that connects and integrates with the pedestrian and bicycle networks within the adjacent PSP areas.

37. Roads have been designed around areas of protected native vegetation and scattered trees and provide cycling lanes on the main connecting roads to the Horseshoe Bend Precinct, Grovedale and Barwon Heads Road. Connector roads are planned to be bus capable.

### Environmentally Sustainable Design

38. The City's *Climate Change Response Plan 2021-30* establishes a target of net zero community emissions by 2035. Similarly, the plan requires PSPs to deliver zero carbon and environmentally sustainable development (ESD) through 'ESD Action Plans'.
39. The Marshall PSP proposes a range of requirements and performance-based targets to achieve and maintain a net zero carbon footprint by addressing emissions across the design, construction and ongoing operations of the precinct.
40. To facilitate the delivery of sustainable and energy efficient homes, the Marshall PSP requires the submission of Residential ESD Design Guidelines at subdivision to guide the performance and design of dwellings. For non-residential and mixed-use buildings, the PSP prescribes the use of environmental performance rating tools to measure and demonstrate best practice in ESD from the design stage through to construction and operation.
41. The requirements and guidelines of the PSP also seek to ensure that ESD and zero carbon is embedded at the subdivision scale, prior to the establishment of new buildings and communities.

### Marshall Development Contributions Plan

42. Like the Marshall PSP, the Marshall Development Contributions Plan (DCP) has been prepared by the City. The DCP sets out the funding requirements for developers to make contributions towards shared infrastructure sourced from the PSP.
43. The Marshall DCP will generate most of the funding to construct shared road intersection and drainage infrastructure, as well as part of the off-road path network and new local park improvements. Most of the funding is required to deliver drainage infrastructure and associated land.
44. The DCP levy per net residential developable hectare (Charge Area 1) is \$989K and the levy per net commercial developable hectare (Charge Area 2) is \$858K. The total DCP infrastructure cost is \$68.7M.
45. Contributions towards Armstrong Creek Growth Area community facilities (Regional Library and Community Pavilion) will also apply in the form of a per dwelling levy consistent with Section 46L of the *Planning and Environment Act*. The total community infrastructure levy is \$2.17M.
46. A summary of the DCP costs is shown on the following table:

SUMMARY - NET DEVELOPABLE AREA (NDA) By CHARGE AREA		
CHARGE AREA	TOTAL COST OF CONTRIBUTION	CONTRIBUTION PER NET DEVELOPABLE HECTARE
Charge Area 1	\$60,290,883.48	\$989,526.88
Charge Area 2	\$8,469,935.08	\$858,671.44
<b>Total</b>	<b>\$68,760,818.56</b>	
SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY		
PROJECTS	TOTAL COST OF PROJECTS (MCA)	CONTRIBUTION PER NET DEVELOPABLE HECTARE (NDHA)
Transport	\$4,561,238.57	\$64,430.64
Drainage	\$31,411,219.06	\$443,705.16
Open Space	\$7,972,891.35	\$130,855.44
Land	\$24,225,985.78	\$342,208.77
Planning Costs	\$589,483.80	\$8,326.87
<b>Total</b>	<b>\$68,760,818.56</b>	
SUMMARY - BREAKDOWN OF DEVELOPMENT INFRASTRUCTURE LEVY		
PROJECTS	TOTAL COSTS OF PROJECTS	CONTRIBUTIONS PER NET DEVELOPABLE HECTARE (NDHA)
LAND	\$24,225,985.78	\$342,208.77
CONSTRUCTION	\$44,534,832.78	\$647,318.11
<b>Total</b>	<b>\$68,760,818.56</b>	
SUMMARY - COMMUNITY INFRASTRUCTURE LEVY		
Community Infrastructure Total	ESTIMATED Levy per dwelling	
<b>Total</b>	\$ 2,173,781.97	\$1,397.93

47. The table provides an overview of the project categories and charges included in the Marshall DCP. A more detailed explanation of apportionment, methods of calculation, and the description and costs of individual projects is included within the document. The DCP document and supporting technical reports will be exhibited as part of Amendment C278ggee.
48. Land for local parks shown in the Marshall PSP will be transferred to Council at the time of subdivision under Clause 53.01 of the planning scheme. The Marshall DCP is not the legal mechanism to deliver passive open space – and noting the Marshall PSP does not include any active open space. Other public reserves (encumbered open space for utility easements, roads, drainage and native vegetation conservation) will be transferred and vested in Council at no cost as part of developer subdivision and works.

# MARSHALL PSP

## FUTURE URBAN STRUCTURE



### KEY

The Future Urban Structure Plan sets out the land uses and primary street network of the precinct.

#### CONTEXT

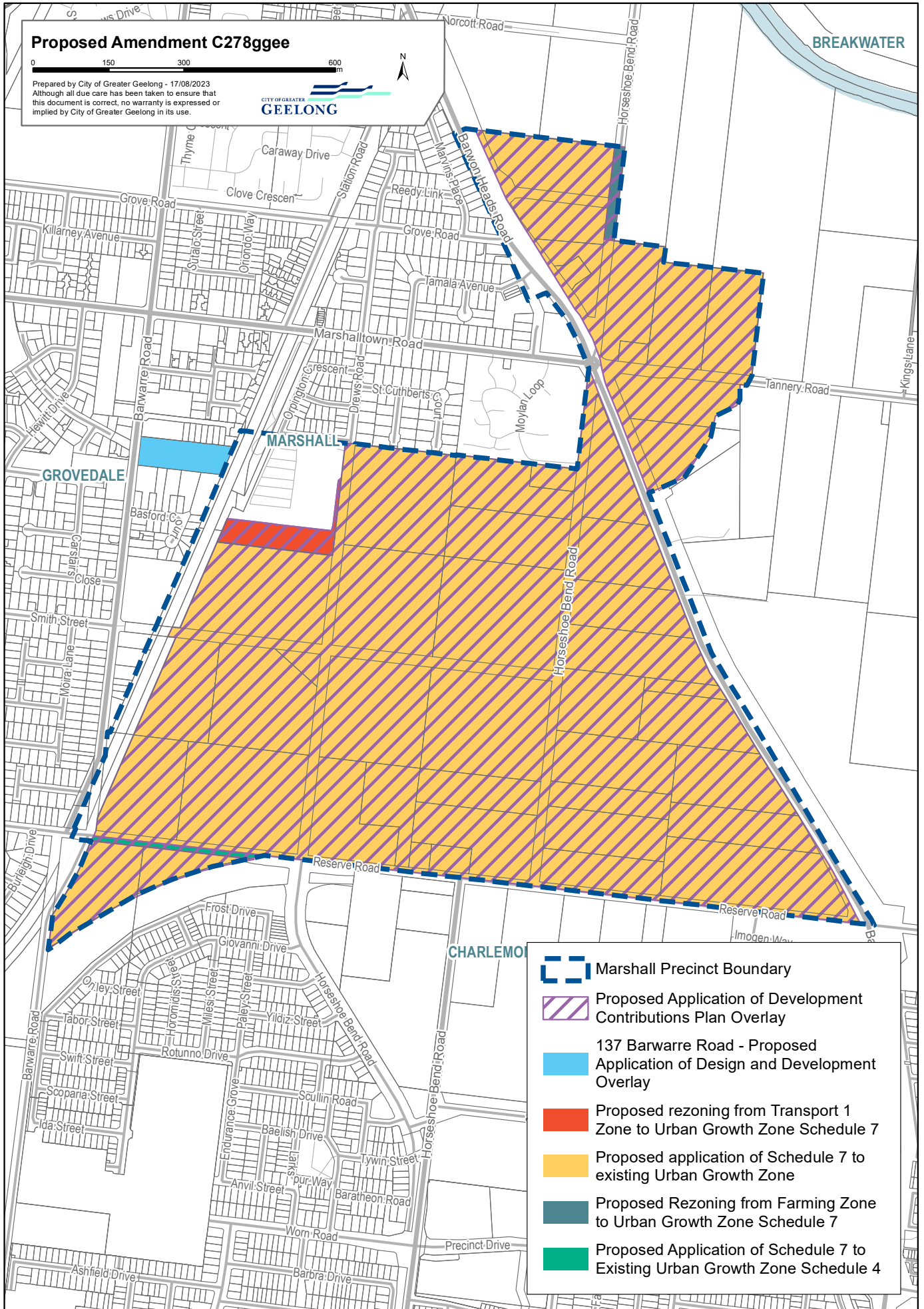
- Precinct Boundary
- Existing trees to be retained
- Railway and Station
- Flood Overlay
- Electrical Transmission Tower
- Station Carpark
- Property Boundary

#### LAND USE

- Conventional Residential
- Medium/High Density Residential
- Mixed Use - High Density Residential
- Road Reserve
- Commercial/Bulky Goods
- Credited (Unencumbered) Open Space
- Conservation Reserve
- Utilities Easements
- Drainage Reserve
- Constructed Waterway (Marshall Creek)

#### MOVEMENT

- Arterial Road
- Connector Street
- Connector Street (Modified)
- Local Access Street
- Station Precinct Road (Refer to Concept Plan)
- Local Access Street (No through Road)
- Road Truncation
- Major Road Project
- Signaled Crossing





THE CITY OF  
GREATER GEELONG

# MARSHALL PRECINCT STRUCTURE PLAN

---

JULY 2023



---

## **ACKNOWLEDGEMENT OF COUNTRY**

The City of Greater Geelong acknowledges the Wadawurrung People as the Traditional Owners of the land, waterways and skies of the Northern and Western Geelong Growth Areas. 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 communities today.

## **DISCLAIMER**

The background information report mentioned is yet being prepared.

# CONTENTS

<b>1.0 INTRODUCTION</b>	<b>6</b>	<b>3.8 Employment, Retail and Community Facilities</b>	<b>74</b>
1.1 Armstrong Creek Urban Growth Plan Context	11	3.9 Energy and Technology	79
1.2 A Clever and Creative Approach	13	3.10 Delivery	84
1.3 How to Read this Document	15	3.10.1 Precinct Infrastructure Plan	84
1.4 Land to which this Precinct Structure Plan Applies	17	3.10.2 Development Staging	98
1.5 Background Information	17	3.10.3 Subdivision Works	102
1.6 Development Contributions Plan	18	<b>4.0 APPENDICES</b>	<b>104</b>
1.7 Native Vegetation Precinct Plan	18	4.1 Property Specific Land Use Budget	106
<b>2.0 OUTCOMES</b>	<b>20</b>	4.2 Station Precinct Urban Design Framework Requirements and Guidelines	108
2.1 Vision	22	4.3 Road Design and Cross Sections	114
2.2 Objectives	23	4.4 Canopy Cover and Tree Species List	133
2.3 Future Urban Structure	24	4.4.1 Canopy Coverage Calculations	133
2.4 Summary Land Use Budget	25	4.4.2 Marshall Precinct Structure Plan Tree Species List	135
<b>3.0 IMPLEMENTATION</b>	<b>30</b>	<b>5.0 GLOSSARY</b>	<b>145</b>
3.1 Character, Heritage and Housing	34	<b>6.0 REFERENCES</b>	<b>147</b>
3.2 Open Space	44	6.1 Abbreviations	149
3.3 Biodiversity	51	6.2 Background Studies	150
3.4 Transport and Movement	54		
3.5 Integrated Water Management	62		
3.6 Climate Resilient Communities	68		
3.7 Circular Economy	73		

# TABLES & PLANS

<b>TABLE</b>		<b>PLAN</b>		
T1.	Summary Land Use Budget	26	P1. Regional Context	10
T2.	Residential Development Yield	28	P2. Armstrong Creek Growth Area Framework Plan	12
T3.	Location by Preferred Housing Typology	42	P3. Marshall Precinct Local Context	16
T4.	Open Space Delivery Guide	52	P4. Precinct Features	19
T5.	Integrated Water Management Asset Summary	66	P5. Future Urban Structure	24
T6.	Vegetation Classification of Bushfire Hazard Area and Setbacks for Habitable Buildings to Achieve Bal 12.5.	72	P6. Precinct Land Use Budget	29
T7.	Vegetation Classification Criteria as per AS3959 2018	72	P7. Character, Heritage and Housing	43
T8.	Anticipated Employment Creation in the Precinct	77	P8. Open Space and Biodiversity	49
T9.	Precinct Infrastructure Plan	86	P9. Native Vegetation Precinct Plan	53
T10.	Property Specific Land Budget	106	P10. Road Network and Public Transport	60
T11.	Station Concept Design Intention	113	P11. Active Transport Network	61
			P12. Integrated Water Management	67
			P13. Bushfire Classifications	71
			P14. Employment, Retail and Community Facilities	78
			P15. Utility Services	83
			P16. Precinct Infrastructure Plan	85
			P17. Development Staging Plan	100
			P18. Station Concept Design Intention	109

1.0

# INTRODUCTION

1.0	Introduction	8
1.1	Armstrong Creek Urban Growth Plan Context	11
1.2	A Clever and Creative Approach	13
1.3	How to Read this Document	15
1.4	Land to which this Precinct Structure Plan Applies	17
1.5	Background Information	17
1.6	Development Contributions Plan	18
1.7	Native Vegetation Precinct Plan	18

## 1.0 INTRODUCTION

### **The Armstrong Creek Marshall Precinct Structure Plan (PSP) has been prepared by the City of Greater Geelong (City) with the assistance of Government agencies, service authorities, major stakeholders and the community.**

A Precinct Structure Plan is a plan for urban development that describes how land is expected to be used, how and where development can occur, and how and where services are planned to support development in order to deliver a high-quality urban environment.

The PSP is the northern most residential development precinct structure plan in the Armstrong Creek Urban Growth Plan (ACUGP), which was originally adopted by the City in May 2008. The ACUGP set the long-term strategic planning directions to guide the creation of sustainable urban growth within Armstrong Creek and is anticipated to provide housing for 54,000 people in 22,000 households. The majority of the Armstrong Creek Urban Growth Area (ACUGA) has since been planned, formalised and development has substantially commenced.

Located approximately seven kilometres south of Central Geelong, the precinct is bounded by significant transport infrastructure, including the Marshall Train Station and the Geelong to Waurin Ponds passenger rail line, as well as two significant arterial roads, Barwon Heads Road and the proposed Bellarine Link Road, see [Plan 1](#) Regional Context.

### **The PSP:**

- sets out plans to guide the delivery of quality urban environments generally in accordance with relevant Victorian Government policies and guidelines,
- builds upon the provisions of the Planning and Environment Act 1987, the State Planning Policy Framework and the Greater Geelong Planning Scheme (the Scheme);
- draws upon the *Precinct Structure Planning Guidelines: New Communities in Victoria* (VPA, 2021) (PSP Guidelines).
- enables the transition of non-urban land to urban land;
- sets the vision for how land may be developed, and the outcomes achieved;
- outlines the projects required to ensure that future residents, visitors and workers within the area can be provided with timely access to services and transport necessary to support a quality, affordable lifestyle;
- sets out objectives, guidelines and requirements for land use, subdivision and development.
- provides government agencies, the City, developers, investors and local communities with certainty about future development;
- is generally in accordance with the Scheme incorporated ACUGP, see [Plan 2 Armstrong Creek Growth Area Framework Plan](#);
- acknowledges that development must also comply with other acts and approvals where relevant e.g., in the case of Aboriginal cultural heritage, compliance with the Aboriginal Heritage Act 2006 is required;

### **The PSP is informed by:**

- the Planning Policy Framework as set out in the Greater Geelong Planning Scheme;
- ACUGP (revised 2015);
- Plan Melbourne, 2017-2050 (Victorian Government, 2017);
- Precinct Structure Plan Guidelines (VPA 2021);
- The G21 Regional Growth Plan (Geelong Region Alliance, 2013);
- Greater Geelong Settlement Strategy (August 2020);
- Marshall PSP background studies (listed in Section 6.2).

**The following documents have been developed in parallel with the PSP to inform and direct the future planning and development of the Marshall Precinct:**

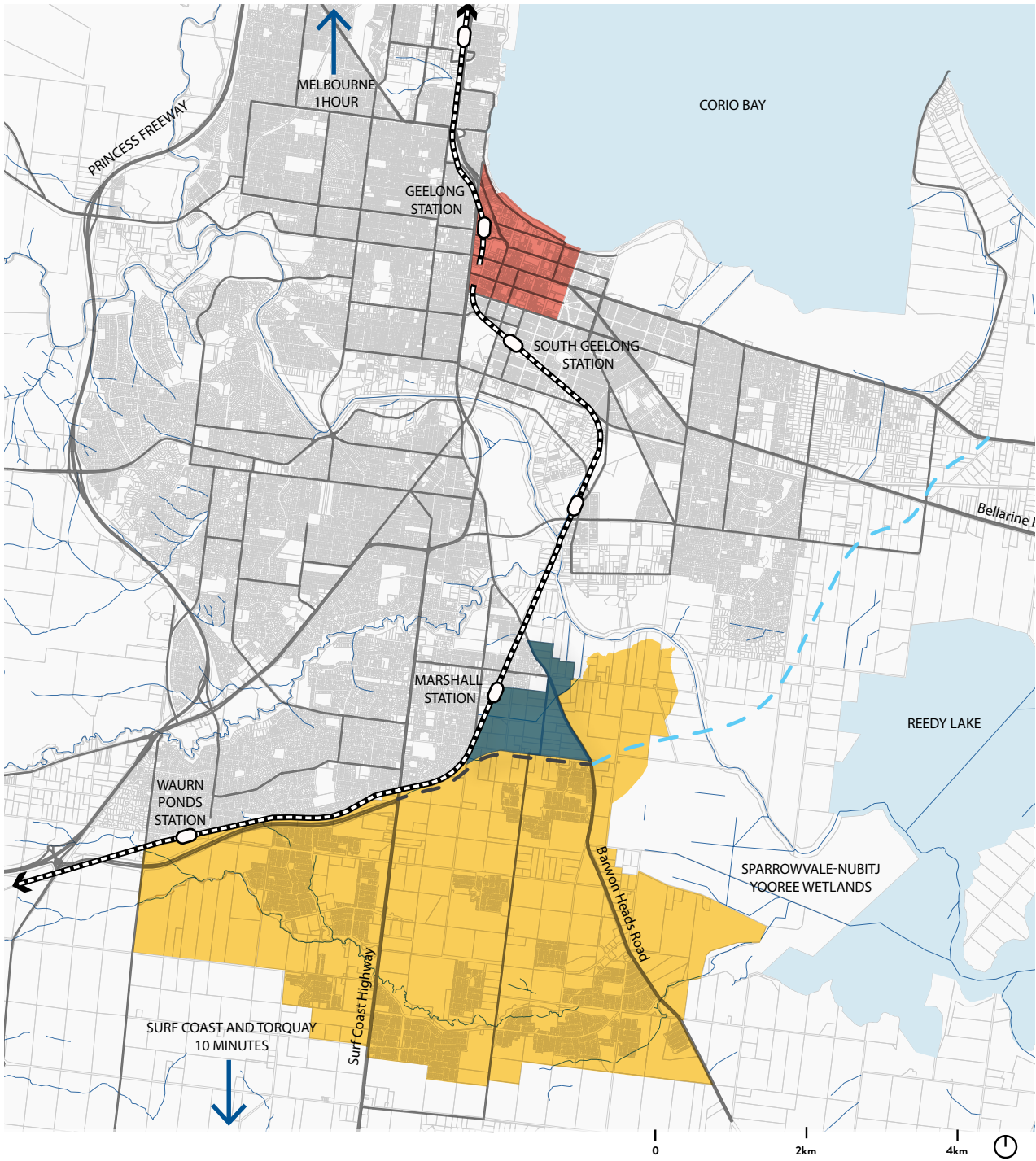
- Marshall Development Contributions Plan (MDCP) (August 2023);
- Marshall Native Vegetation Precinct Plan (NVPP), (October 2022).

**The PSP and all associated plans are informed by the following strategic infrastructure projects proposed by external government agencies and may be subject to change without notice:**

- Barwon Heads Road Duplication Project (lead agency: Major Road Projects Victoria)
- Bellarine Link Road Construction Project (lead agency: Major Road Projects Victoria)
- South Geelong to Wurn Ponds Rail Duplication Project (lead agency: Department of Transport)
- Armstrong Creek Transit Corridor Project (lead agency: Department of Transport)

Although all due care has been taken to ensure that this draft document is correct, no warranty is expressed or implied by City or in its use.

# P1. REGIONAL CONTEXT



## KEY

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #0056b3; border: 1px solid black; margin-right: 5px;"></span> Marshall Boundary                 | <span style="display: inline-block; width: 15px; border-bottom: 1px solid #0056b3; margin-right: 5px;"></span> Waterway / Drainage line   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #e34a33; border: 1px solid black; margin-right: 5px;"></span> Central Geelong                   | <span style="display: inline-block; width: 15px; border-bottom: 1px solid black; border-left: 1px solid black; border-right: 1px solid black; margin-right: 5px;"></span> Railway and Station |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f1c232; border: 1px solid black; margin-right: 5px;"></span> Armstrong Creek Urban Growth Area | <span style="display: inline-block; width: 15px; border-bottom: 1px solid #0056b3; margin-right: 5px;"></span> Arterial Road  |
|  | <span style="display: inline-block; width: 15px; border-bottom: 1px dashed #0056b3; margin-right: 5px;"></span> Proposed Bellarine Link   |
|  | <span style="display: inline-block; width: 15px; border-bottom: 1px dashed #00a0e3; margin-right: 5px;"></span> Bellarine Link Future Stage   |

## 1.1 ARMSTRONG CREEK URBAN GROWTH PLAN CONTEXT

**The Armstrong Creek Urban Growth Plan – revised 2015 (Framework Plan) is a high-level strategic document which guides the urban development of the Armstrong Creek Urban Growth Area (ACUGA). The actions and objectives laid out in the framework plan guide the preparation of precinct structure plans for the ACUGA.**

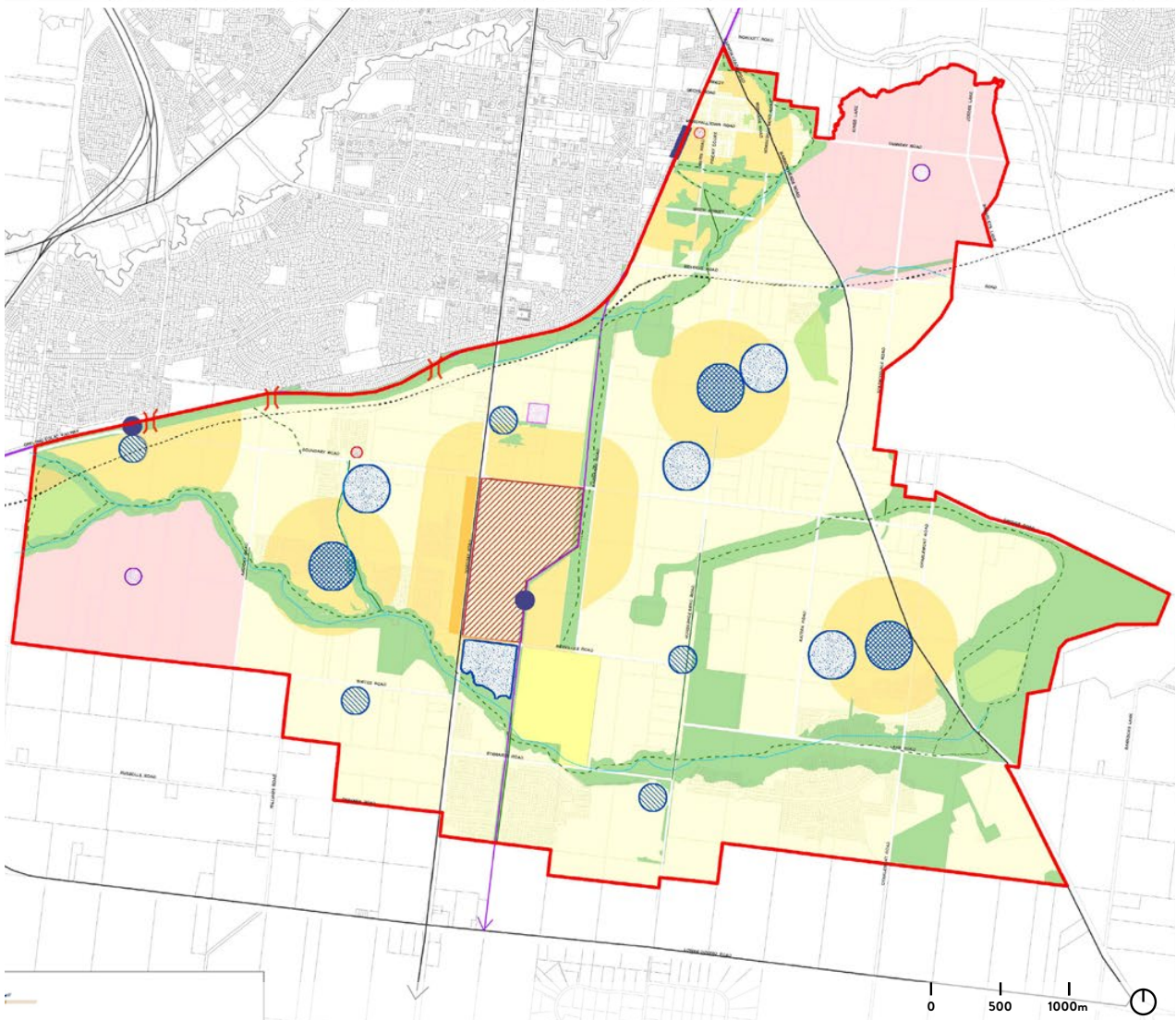
The Armstrong Creek Urban Growth Area is the largest contiguous growth area in Victoria, consisting of 2,500 hectares of developable land, and is one of the largest growth fronts in the country. The area was originally designated as a growth corridor in the 1980s by the Geelong Regional Commission and was confirmed as Geelong's future urban growth corridor in the City's Urban Growth Strategy, 1996.

### **At completion, ACUGA will:**
























- Provide housing for upwards of 54,000 people
- Provide approximately 22,000 residential homes
- Provide 22,000 jobs, with a focus on high technology jobs and developing synergies with Deakin University
- Be developed as a sustainable community, with a focus on walkability, public transport provision and sustainable water use
- Have physical and social infrastructure provided at an early stage, with an aim of building communities rather than just releasing land for development – there won't be just homes and jobs in the growth area, but schools, retail space, parks, open space, bike paths and a place for people to create a home and be part of a community
- Provide a boost to local employment during the construction phase
- Assist in addressing housing affordability issues currently experienced in the region
- Have significant public transport provision
- Provide for more sustainable housing choices

The ACUGA has been divided into eight precincts (Armstrong Creek East, Armstrong Creek West, Horseshoe Bend, Marshall, North East Industrial, Western Industrial, Armstrong Creek South and Armstrong Creek Town Centre). Precinct structure plans have been completed and incorporated in the Scheme for all precincts except Marshall and Western Industrial.

## P2. ARMSTRONG CREEK GROWTH AREA FRAMEWORK PLAN



### KEY

- |   |  |   |   |
|---|--|---|---|
|  | Urban Growth Boundary                        |  | Employment Land                             |
|  | Rail Line                                    |  | Mixed Use Corridor                          |
|  | Sub-Regional Transit Route                   |  | Medium-High Density Housing                 |
|  | Possible Future Public Transport Interchange |  | Conventional Density Housing                |
|  | Recreational Trail                           |  | Local/Active Parkland                       |
|  | Pedestrian Bridge                            |  | Biodiversity Corridor/Passive Parkland      |
|  | Geelong Ring Road                            |  | Cemetery                                    |
|  | Existing Arterial Road                       |  | Existing Community Facility                 |
|  | Watercourse                                  |  | Major Activity Centre (Sub-Regional Centre) |
|  | Neighbourhood Activity Centre                |  | Local Activity Centre                       |
|  | Local Shop                                   |  | Specialised Local Centre                    |
|  | Indicative Secondary School                  |   |   |

## 1.2 A CLEVER & CREATIVE APPROACH

### ZERO CARBON AND ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT

The *City's Climate Change Response Plan 2021-30* establishes a target of net zero community emissions by 2035. Similarly, the Framework Plan requires PSPs to deliver zero carbon and environmentally sustainable development (ESD) through 'ESD action plans'. Rather than having a standalone action plan for Marshall PSP, ESD and zero carbon actions have been embedded throughout the PSP. The PSP proposes a range of requirements and performance based targets to achieve and maintain a net zero carbon footprint by addressing emissions across the design, construction and ongoing operations of the precinct.

To facilitate the delivery of sustainable and energy efficient homes, the PSP requires the submission of Residential ESD Design Guidelines at subdivision to guide the performance and design of dwellings. For non-residential and mixed use buildings, the PSP prescribes the use of environmental performance rating tools to measure and demonstrate best practice in ESD from the design stage through to construction and operation. The requirements and guidelines of the PSP also seek to ensure that ESD and zero carbon is embedded at the subdivision scale, prior to the establishment of new buildings and communities.

### CREATING ZERO WASTE COMMUNITIES

The *City's Climate Change Response Plan 2021-30* establishes a target of net zero community emissions by 2035. The ACUGP requires reduction of consumption and emissions including demand reduction strategies and exploration of opportunities for local energy production such as combined heat, power and energy from waste, wind, solar and geothermal sources. Utilities should use up to date technology and utilise energy and water efficient design, renewable energy and avoid impacts on the local environment. Provision must be made for leading edge telecommunications.

The PSP seeks to mitigate waste streams by planning and managing construction processes to incentivise waste minimisation through material selection, reuse and resource recovery. It also seeks to mitigate the environmental impact of construction by requiring the use of locally sourced materials with high recycled content and low embodied carbon.

The City will be addressing zero waste to landfill as it applies to waste collection, transfer and treatment at a municipality scale with the delivery of the *City's Sustainability Framework and Action Plan (2020)*, and the *Waste and Resource Recovery Strategy 2020-2030*.

### CONNECTIVITY

The ACUGP prioritises safe, convenient and integrated active and public transport in the design of its neighbourhoods. It seeks to create neighbourhoods that encourage walking and cycling, reduce car dependency, promote community safety and connectivity, support the delivery of greening, canopy trees and water sensitive urban design.

To allow walking and cycling to be central to the design of neighbourhoods and enable a mode shift from private vehicles to active transport, the PSP proposes a suite of street types and intersection designs which prioritise walking and cycling. It will support dedicated bicycle lanes, bus rapid transit (BRT), and wide footpaths lined with canopy trees.

### MAXIMISING CANOPY COVERAGE

The *City's Urban Forest Strategy 2015-2025* establishes a 25% canopy cover target for urban areas of the municipality. In response to this target and the aspirations of the ACUGP, the PSP promotes the retention of existing canopy trees and sets mandatory minimum canopy cover targets specific to land use and street type. This two-pronged approach seeks to exceed the 25% canopy target across the public realm in Marshall Precinct (including retained vegetation).

### SUPPORTING COMPACT HEALTHY NEIGHBOURHOODS

To actively encourage walking, cycling and support greater residential densities in locations within walking distance of a mix of uses and activities, the PSP allows for increased densities in and around the station precinct activity centre, with effective transport links through to community facilities, schools, and sports (active) reserves adjacent to the precinct. This approach enables higher numbers of people to live within walking distance of their daily needs and promotes subdivision design that is more conducive to walking and cycling.

## 1.2 A CLEVER & CREATIVE APPROACH

### HOUSING CHOICE AND DIVERSITY

Providing diverse and flexible housing options for the future community is vital. This PSP aims to ensure the applied zones for residential land do not preclude development going above and beyond the standard 'cookie cutter' homes. The existing Marshall Station offers the uncommon opportunity of a station in a greenfield setting. To ensure value capture of this transport linkage, higher density minimums have been set in surrounding residential areas.

### AN INTEGRATED APPROACH TO MANAGING WATER

An integrated water management approach recognises the interrelationships between different types of water, and considers water cycle management within a specific environmental, social, cultural and economic context – recognising the needs of local catchments and waterways, communities and industries. It will contribute to cool urban landscapes which minimise Urban Heat Island (UHI) effect, create environments which enhance natural assets and protect and improve the habitat of local biodiversity within creeks and local tributaries.

The PSP seeks to minimise potable water use and stormwater runoff, providing recycled water to every dwelling, supporting passive hydrology of street trees and open spaces; enabling stormwater capture, harvesting and treatment through detention and retarding basins. The stormwater strategy enhances environmental flows to waterways and water bodies, including diverting water into the Sparrovale-Nubitj yoorree wetlands to prevent additional freshwater flows from impacting the salt-dependant Ramsar complex.

### PROTECTING BIODIVERSITY

Areas of significant biodiversity value will be preserved and enhanced through the retention of native vegetation and appropriate tree planting, which will maintain and create connections for native fauna and humans. Significant trees (including Bellarine Yellow and River Red Gums) will be retained and protected in line with the NVPP. Opportunities such as landscaping and stormwater design, will be used to create habitat for indigenous species and minimise impact on existing significant areas.

### ENABLING SMART CITIES

The PSP supports and enables the adoption of smart technologies and digital innovation to aid in community wellbeing, managing local assets and monitoring the precinct's sustainability performance.

## 1.3 HOW TO READ THIS DOCUMENT

The PSP guides land use and development principally where a planning permit is required under the Urban Growth Zone (UGZ) or any other provision of the Greater Geelong Planning Scheme that references this precinct structure plan.



### 1 STEP. REVIEW THE URBAN GROWTH ZONE SCHEDULE

The Schedule 7 (UGZ7) of the Greater Geelong Planning Scheme sets out whether a planning permit is required for land use or development and associated conditions which must be met. The schedule also includes application requirements and decision guidelines which must be reviewed and addressed where a planning permit application is required and standard conditions which will be inserted to planning permits.



### 2 STEP. UNDERSTANDING THE VISION & OBJECTIVES

A permit application and subsequent planning permit must respond to and implement the PSP vision and objectives outlined in [Section 2](#).



### 3 STEP. IMPLEMENTATION

The implementation section derives themes from the overarching visions and objectives to be achieved by the PSP. An application must meet the objectives associated with a theme before a permit can be issued.

Requirements must be adhered to in developing the land. Where they are not demonstrated in a permit application, requirements will usually be included as a condition on a planning permit whether or not they take the same wording as in the structure plan. A requirement may include or reference a plan, table or figure in the PSP.

Guidelines express how discretion will be exercised by the Responsible Authority in certain matters that require a planning permit. A guideline may include or reference a plan, table or figure in the precinct structure plan.

The requirements and guidelines ensure the objectives of the PSP are achieved.

#### The themes are:

- |                                  |  |
|----------------------------------|--|
| 1. Character, Heritage & Housing | 6. Climate Resilient Communities             |
| 2. Open Space                    | 7. Circular Economy                          |
| 3. Biodiversity                  | 8. Employment, Retail & Community Facilities |
| 4. Transport and Movement        | 9. Energy and Technology                     |
| 5. Integrated Water Management   | 10. Delivery                                 |

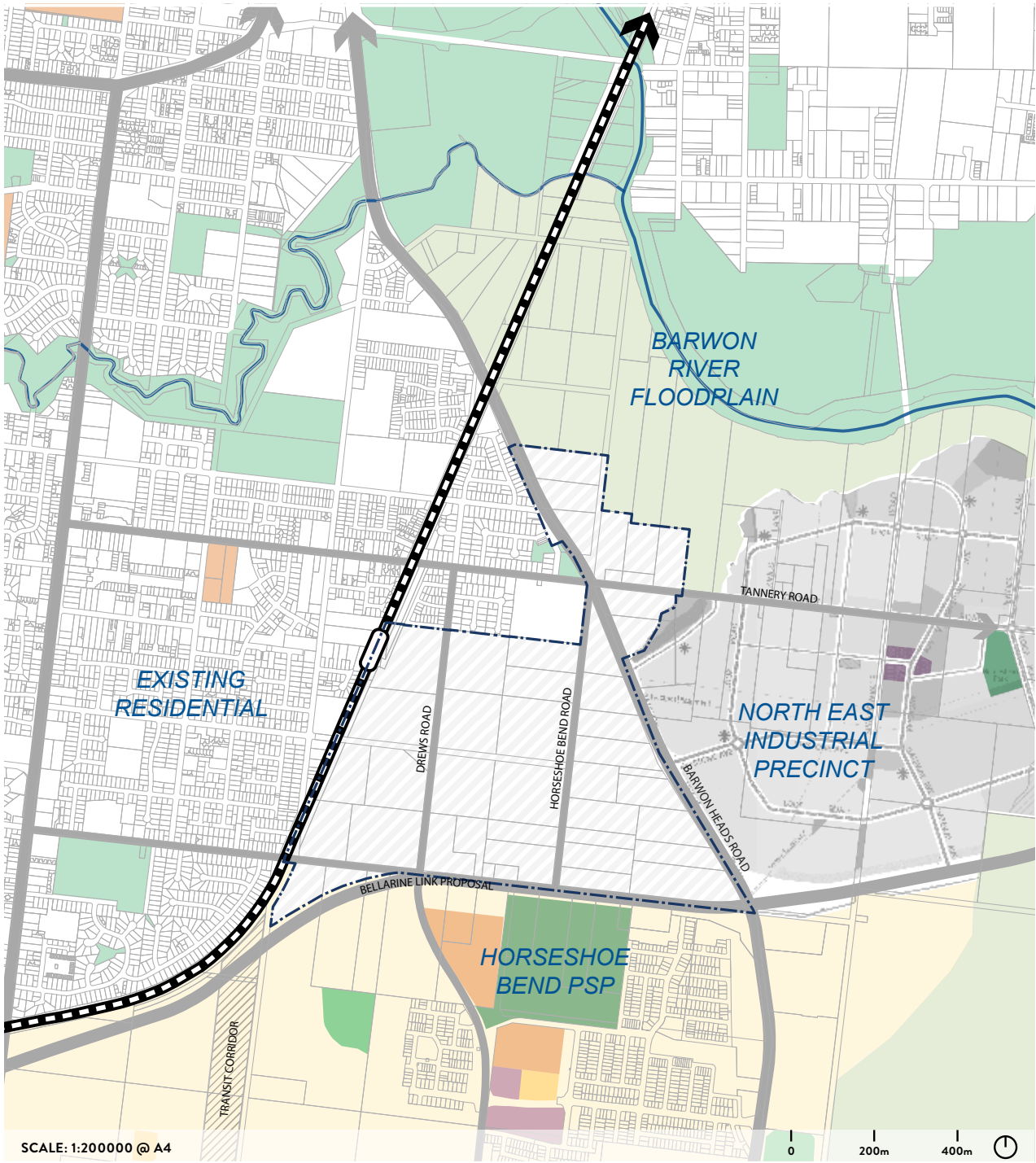


### 4 STEP. OTHER CONSIDERATIONS

Development must also comply with other statutes and approvals where relevant, e.g., the *Environmental Protection and Biodiversity Conservation Act, 1999* in the case of biodiversity, or the *Aboriginal Heritage Act 2006* in the case of cultural heritage, amongst others.

Not every aspect of land use and development is addressed in this structure plan and a Responsible Authority may manage use and development and issue permits in accordance with its powers under the Planning and *Environment Act 1987* and the Greater Geelong Planning Scheme. All Requirements and Guidelines are to be viewed in conjunction with the accompanying Plans and Tables.

### P3. MARSHALL PRECINCT LOCAL CONTEXT



**KEY**

- |   |                       |   |                                  |
|---|-----------------------|---|----------------------------------|
|  | Marshall PSP Boundary |  | Activity Centre                  |
|  | Future Residential    |  | Armstrong Creek Transit Corridor |
|  | Future Employment     |  | Waterway                         |
|  | Farming Zone          |  | Marshall Railway Station         |
|  | Open Space            |  | Arterial Road                    |
|  | Education             |  | Connector Street                 |
|  | Community Facility    |   |                                  |

## 1.4 LAND TO WHICH THIS PRECINCT STRUCTURE PLAN APPLIES

**The Marshall Precinct is the final residential precinct to be developed in the ACUGA.**

The precinct is located in the north-east section of the ACUGA as shown on [Plan 2](#). It applies to approximately 124 hectares of land generally bounded by Barwon Heads Road to the east, Reserve Road to the South, the Geelong to Waurin Ponds passenger rail line to the west and the edge of current residential development to the south of Marshalltown Road. There is also a small area to the east of Barwon Heads Road, close to the intersection of Marshalltown Road and Tannery Road, see [Plan 3 Marshall Precinct Local Context](#). This area is edged by the North-East Industrial Precinct and the Barwon River flood plain.

## 1.5 BACKGROUND INFORMATION

**The Marshall Background Report provides detailed background information relating to the precinct and its features, including the local and regional context, history, heritage, landform, topography, biodiversity, drainage, open space, utility services and transport infrastructure as well as nearby economic and retail provision, and community infrastructure.**

The report also summarises various technical studies that have informed the preparation of the PSP, see [Plan 4 Precinct Features](#).

## 1.6 DEVELOPMENT CONTRIBUTIONS PLAN

**The Marshall Development Contributions Plan (MDCP) will apply Marshall precinct and sets out the requirements for development to make contributions towards infrastructure which supports development.**

It is a separate document, strategically supported by the PSP, which will be incorporated into the Greater Geelong Planning Scheme through Clause 72.04 Incorporated Documents. It will be implemented through Schedule 10 to Clause 45.06 Development Contributions Plan Overlay of the Greater Geelong Planning Scheme.

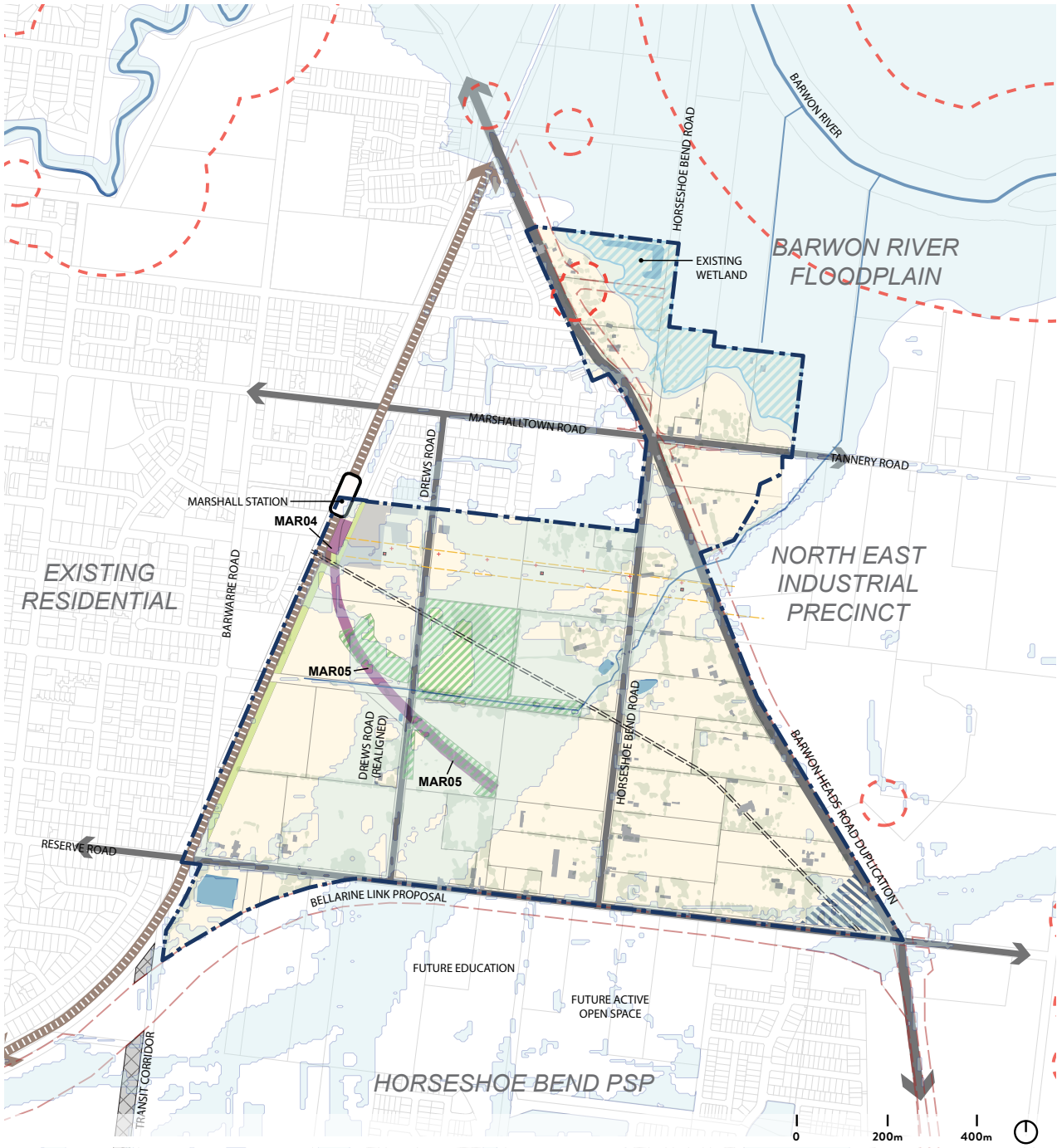
## 1.7 NATIVE VEGETATION PRECINCT PLAN

**The Marshall Native Vegetation Precinct Plan (NVPP) has been prepared concurrently with the PSP to enable native vegetation matters to be considered in a coordinated manner across the precinct, consistent with the requirements of Clause 52.16 of the Greater Geelong Planning Scheme.**





















**The NVPP identifies:**

- Native vegetation which may be removed subject to the conditions and requirements of the NVPP.
- Native vegetation which has been nominated to be retained.
- The offsets that must be provided, and any other requirement that must be met, prior to removing affected native vegetation.
- Conditions that must be met in relation to vegetation that is to be protected and retained.
- The NVPP will be incorporated into the Greater Geelong Planning Scheme under Clause 72.04 Incorporated Documents, and is a stand-alone document to the Precinct Structure Plan.

### P4. PRECINCT FEATURES



**KEY**

 Precinct Boundary	 Electricity Easement & Transmission Tower	 Waterway
 Railway and Station	 Power Poles	 Waterbody
 Flood Overlay	 Sewer Easement	 Armstrong Creek Transit Corridor
 Flood Prone Areas Flood Extent	 Barwon Water Easement	 Areas of Aboriginal Cultural Sensitivity
 PAO (Public Acquisition Overlay)	 Existing Roads	<b>Bushfire Prone Area – All Precinct is Bushfire Prone</b>
 ESO (Environment Significance Overlay)	 Existing Scattered Trees	
 LSIO (Land Subject to Inundation Overlay)	 Existing Built Form	
 Heritage Area & Local Registry Place No.	 Station Carpark	

2.0

# OUTCOMES

2.1	Vision	22
2.2	Objectives	23
2.3	Future Urban Structure	24
2.4	Summary Land Use Budget	25

## 2.1 VISION

**Marshall will be a distinctive residential and commercial neighbourhood that responds to its unique location. Development will capitalise on convenient access to Marshall Station and arterial roads, as well as remnant vegetation and other open space features. Marshall will become a sustainable, connected, walkable and visually interesting place set within a semi-natural environment.**

The Marshall PSP will continue the work of the Armstrong Creek Urban Growth Plan (June 2015), providing a diversity of housing types and densities and a mixed-use activity centre within a walkable neighbourhood with strong active and public transport links. The Marshall PSP enacts the vision of the ACUGA by providing for a sustainable community that sets new benchmarks in best practice urban development and protecting and enhancing natural and cultural features to create a distinct urban character. Marshall will be a well-connected and attractive neighbourhood which includes a range of residential densities that seamlessly links the Armstrong Creek urban development to the south with the existing Greater Geelong urban area to the north.

The vision for PSP is illustrated in [Plan 5 Future Urban Structure](#).

## 2.2 OBJECTIVES

The development of the Marshall PSP is guided by the following objectives:

- 
- 01** To transition rural, semi-rural and public utility land uses within Marshall into an attractive, liveable, sustainable and integrated urban environment.
- 
- 02** To establish requirements and guidelines for high quality design outcomes in relation to; amenity, development, management and integration of housing, roads, paths, open spaces, parks, waterways, native vegetation, retail, community facilities and public transport in Marshall.
- 
- 03** To deliver a high use public and active transport precinct through transit-oriented development and design focused on a walkable catchment around Marshall Train Station and links seamlessly with green spaces.
- 
- 04** To provide medium and high-density residential development that maximises the location of Marshall Train Station, provides a high amenity interface and integration with land uses including roads, schools, parks, shopping and open space.
- 
- 05** To deliver sustainable subdivisions and developments that support carbon neutrality, including the application of Residential ESD Design Guidelines and use of best practice environmental performance rating tools, and achieve net zero greenhouse gas emissions in the ongoing operation of the precinct.
- 
- 06** To preserve and enhance areas of significant biodiversity value through the retention of native vegetation and tree planting that appropriately connects to green links, open space and waterways, providing a sympathetic interface with surrounding urban development.
- 
- 07** To deliver built form that where appropriate respects and enhances local environmental, cultural and heritage assets, while showcasing high quality universal and environmentally sustainable design.
- 
- 08** To deliver a permeable movement network with high amenity, engaging and human scale on-road and off-road connections incorporating blue-green infrastructure, that links seamlessly with green spaces, enhance and prioritise public and active transport opportunities and reduces car dependency.
- 
- 09** To deliver a sustainable integrated water management system that integrates with the function of the Barwon River, reduces reliance on reticulated potable water, increases the re-use of alternative water, minimises flood risk, ensures waterway health, integrates with open space, establishes connections for native fauna and human movement, and protects native vegetation.
- 
- 10** To establish infrastructure requirements and coordinate logical development sequencing and staging with the delivery of key infrastructure.
- 
- 11** To embrace innovation and consider variations to the Marshall PSP if they are clever, creative, comply with all objectives, and generate an outcome that exceeds the relevant Requirements and equal to or exceeds the relevant Guidelines
-

## 2.3 FUTURE URBAN STRUCTURE

### P5. FUTURE URBAN STRUCTURE



#### KEY

The Future Urban Structure Plan sets out the land uses and primary street network of the precinct.

#### CONTEXT

- Precinct Boundary
- Existing trees to be retained
- Railway and Station
- Flood Overlay
- Electrical Transmission Tower
- Station Carpark
- Property Boundary

#### LAND USE

- Conventional Residential
- Medium/High Density Residential
- Mixed Use - High Density Residential
- Road Reserve
- Commercial/Bulky Goods
- Credited (Unencumbered) Open Space
- Conservation Reserve
- Utilities Easements
- Drainage Reserve
- Constructed Waterway (Marshall Creek)

#### MOVEMENT

- Arterial Road
- Connector Street
- Connector Street (Modified)
- Local Access Street
- Station Precinct Road (Refer to Concept Plan)
- Local Access Street (No through Road)
- Road Truncation
- Major Road Project
- Signaled Crossing

## 2.4 SUMMARY LAND USE BUDGET

**Table 1 Summary Land Use Budget provides a summary of the land required for transport, open space, drainage, conservation areas and other encumbered land and identifies the total amount of land available for development.**

The Gross Developable Area (GDA) of the precinct is 122.960 hectares, 57.57% of which is available for development. This translates to a Net Developable Area (NDA) of 70.793 hectares, of which 60.92 hectares are residential. 9.864 hectares of land within Marshall PSP is available for Commercial and Bulky Goods development. [Plan 6 Precinct Land Use Budget](#) shows the land uses from property to property within the precinct.

[Table 2 Residential Development Yield](#) shows the calculations of estimated residential development. Based on an average minimum residential development yield of 30 dwellings per net developable hectare, Marshall PSP will generate upwards of 1,555 dwellings to accommodate approximately 3,000-5,000 new local residents.

## T1. SUMMARY LAND USE BUDGET

Although all due care has been taken to ensure that these figures are correct, no warranty is expressed or implied by City or in its use.

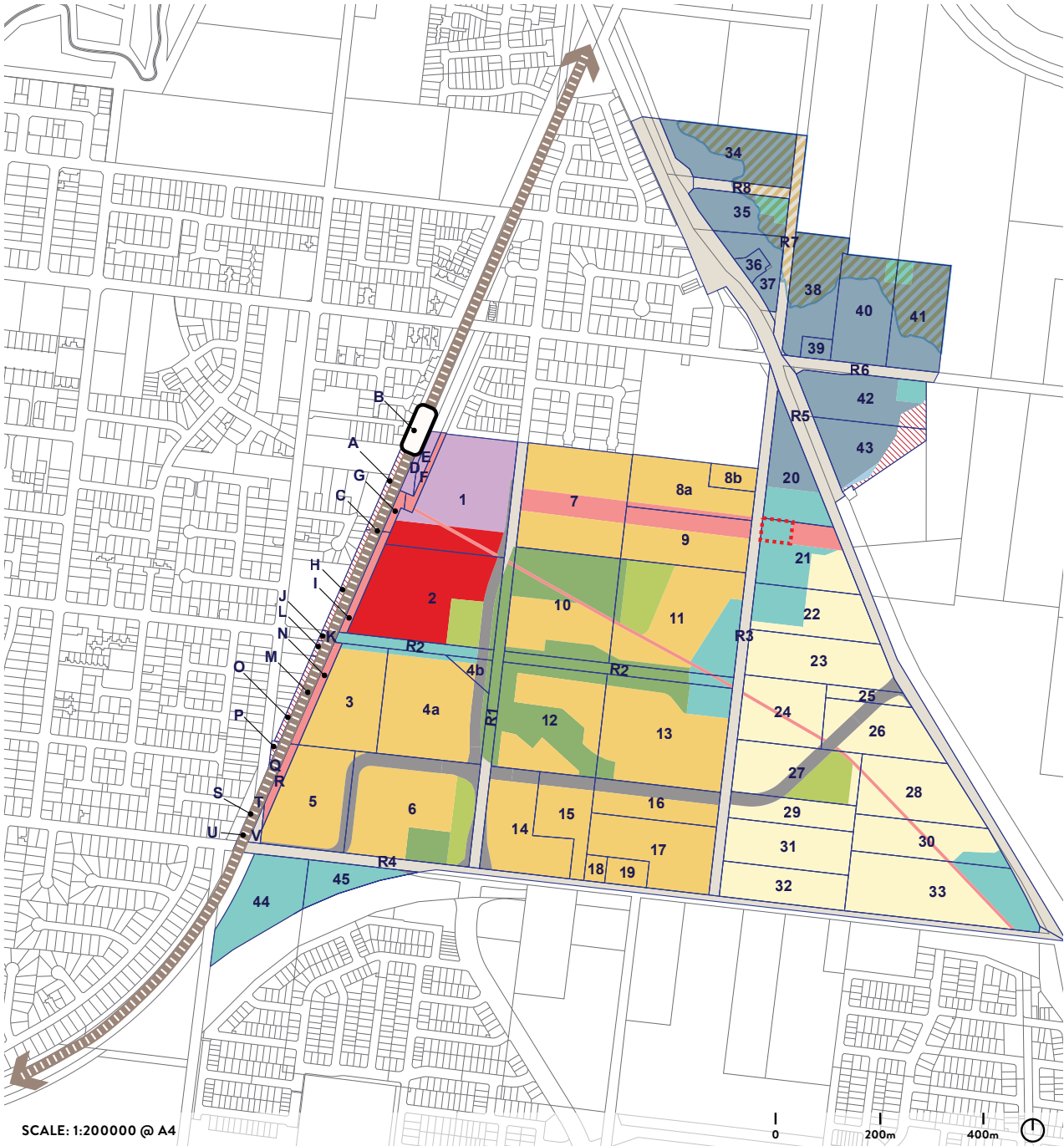
DESCRIPTION	HECTARES	% OF PRECINCT
<b>TOTAL PRECINCT AREA (HA)</b>	<b>122.960</b>	<b>100%</b>
<b>TRANSPORT</b>		
Arterial Road	5.949	4.84%
Arterial Road Intersection (Barwon Heads Road)	0.311	0.25%
Arterial Road Intersection (Bellarine Link)	0.576	0.47%
Arterial Road Intersection (HSB/Drews/Reserve Road)	0.251	0.20%
Connector Road Intersection	0.619	0.50%
Drews Road Connector Road	1.390	1.13%
East-West Connector Road	2.707	2.20%
Existing Rail Reserve	1.780	1.45%
Part of Transport or Barwon Water Easement	0.691	0.56%
Retained Existing Road Reserve	5.322	4.33%
Transport Hub	3.205	2.61%
<b>SUB TOTAL TRANSPORT</b>	<b>22.803</b>	<b>18.54%</b>
<b>OPEN SPACE</b>		
<b>UNCREDITED OPEN SPACE</b>		
Barwon Water Easements Adjacent to Rail Reserve	1.173	0.95%
Conservation	7.538	6.13%
Drainage (Within Existing Road Reserve)	0.699	0.57%
Drainage (Within High Voltage Electricity Utility Easement)	0.246	0.20%
Flood Overlay Land	4.876	3.97%
High Voltage Electricity Utility Easement	2.275	1.85%
Main Outfall Sewer Utility Easement	0.807	0.66%
Waterway, Wetland And Drainage Reserve	8.847	7.20%
<b>SUB TOTAL UNCREDITED OPEN SPACE</b>	<b>26.461</b>	<b>21.52%</b>
<b>CREDITED OPEN SPACE</b>		
Local Park	2.903	2.36%
<b>SUB TOTAL CREDITED OPEN SPACE</b>	<b>2.903</b>	<b>2.36%</b>
<b>SUB TOTAL OPEN SPACE</b>	<b>29.366</b>	<b>23.88%</b>

DESCRIPTION	HECTARES	% OF PRECINCT
<b>TOTAL NET DEVELOPABLE</b>	<b>HECTARES</b>	<b>% OF PRECINCT</b>
TOTAL NET DEVELOPABLE AREA (NDA) HA	70.793	58%
TOTAL NET DEVELOPABLE AREA – STATION PRECINCT HA	4.489	3.65%
TOTAL NET DEVELOPABLE AREA – RESIDENTIAL (NDAR) HA	56.440	45.90%
TOTAL NET DEVELOPABLE AREA – EMPLOYMENT (NDAE) HA	9.864	8.02%

## T2. RESIDENTIAL DEVELOPMENT YIELD

DESCRIPTION		APPLIED ZONE	NDA (HA)	MINIMUM DENSITY (DWELLINGS/HA)	MINIMUM FORECAST DWELLINGS
Station Precinct		MUZ	4.489	50	224
Medium-Higher Density Residential	Within 400m catchment of Station Precinct	RGZ1	35.378	30	972
	Beyond 400m catchment of Station Precinct			25	
Conventional Residential		GRZ1	21.062	17	358
<b>TOTAL NET DEVELOPABLE AREA (NDA) HA</b>			<b>60.929</b>		<b>1,555</b>

## P6. PRECINCT LAND USE BUDGET



### KEY

#### CONTEXT

- Property Boundary
- #12** Armstrong Creek Precinct Boundary

#### EXCLUDED & ENCUMBERED LAND

- Land excluded from Land Budget (NEIP PSP Area) \*
- Existing Road Reserve Retained as Road

- Conservation Reserve
- Utilities Easements
- Drainage Reserve
- Station & Carpark TRZ 1
- Proposed DCP Connector Road
- Barwon River Floodplain
- Drainage area included on Transmission Easement

#### NET DEVELOPABLE LAND

- Conventional Residential
- Medium/Higher Density Residential
- Mixed Use - High Density Residential
- Commercial/Bulky Goods
- Credited (Unencumbered) Open Space

\* Refer to property-specific land use budget table for more detailed landuse classification

3.0

# IMPLEMENTATION

3.0	Implementation	32
3.1	Character, Heritage and Housing	34
3.2	Open Space	44
3.3	Biodiversity	51
3.4	Transport and Movement	54
3.5	Integrated Water Management	62
3.6	Climate Resilient Communities	68
3.7	Circular Economy	73
3.8	Employment, Retail and Community Facilities	74
3.9	Energy and Technology	79
3.10	Delivery	84
	3.10.1 Precinct Infrastructure Plan	84
	3.10.2 Development Staging	98
	3.10.3 Subdivision Works	102

## 3.0 IMPLEMENTATION

The implementation section is divided into a series of themes derived from the overarching vision and objectives of the PSP.

### THE THEMES ARE:

1.		<b>CHARACTER, HERITAGE AND HOUSING</b>
2.		<b>OPEN SPACE</b>
3.		<b>BIODIVERSITY</b>
4.		<b>TRANSPORT AND MOVEMENT</b>
5.		<b>INTEGRATED WATER MANAGEMENT</b>
6.		<b>CLIMATE RESILIENT COMMUNITIES</b>
7.		<b>CIRCULAR ECONOMY</b>
8.		<b>EMPLOYMENT, RETAIL AND COMMUNITIES</b>
9.		<b>ENERGY AND TECHNOLOGY</b>
10.		<b>DELIVERY</b>



## 3.1 CHARACTER, HERITAGE AND HOUSING

### CHARACTER REQUIREMENTS

#### R1

All public landscaped areas must be planted and designed to the satisfaction of the Responsible Authority.

#### R2

Native street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity, to ensure a connected street tree canopy, unless otherwise agreed by the Responsible Authority.

#### R3

Existing non-native trees (trees not recognised by the Native Vegetation Precinct Plan (NVPP)) must be retained where possible and located within the public domain, including parks and road reserves, unless otherwise agreed by the Responsible Authority.

#### R4

Trees in parks and streets must be:

- Retained if they are existing indigenous trees already onsite;
- Planted considering space and resources requirements so as not to compete with existing indigenous trees;
- Planted using locally appropriate species and be consistent with any guidance provided on the relevant cross section within the PSP;
- Planted in modified and improved soil, the subsoil must be ripped and cultivated to a depth of 400mm to combine with existing soil/bases to support tree establishment;
- Comprise a mix of native and exotic, flowering and non-flowering species, as appropriate to the location and design;
- Planted with the location and type of tree considering passive solar / orientation benefits; and,
- Contribute towards achieving the canopy targets for the precinct as per [Section 4.4.1 Canopy Cover Targets and Calculations](#).

#### R5

Subdivision of land adjacent to a sensitive visual interfaces, including all open space, must provide an interface outcome consistent with the appropriate Streetscape Cross Sections in [Section 4.3 Road Design Characteristics and Cross Sections](#).

#### R6

Subdivision of land within the precinct must provide and meet the total cost of delivering all standard infrastructure requirements, including, but not limited to:

- Local bus stop infrastructure (locations to be agreed in writing by the Responsible Authority);
- Landscaping of all existing and future connector roads and local streets;
- Bicycle parking as required;
- Appropriate scale and style of lighting along all roads, shared and pedestrian paths, and public open spaces;
- Local street or pedestrian path crossings of waterways unless included in the MDCP or outlined as the responsibility of another agency in [Table 9 Precinct Infrastructure Plan](#);
- Delivery of Shared Paths unless included in the MDCP or outlined as the responsibility of another agency in [Table 9 Precinct Infrastructure Plan](#);
- Provision of water tapping, potable and recycled water connection points for any potential open space including the land located within the electricity transmission line easement; and,
- Conservation Reserves, including along Drews Road, Reserve Road and East-West Connector to deliver treatments in accordance with [Section 4.3 \(Cross Sections D, G, M N and O\)](#).

To the satisfaction of the Responsible Authority

**R7**

Subdivision of land and internal road design must provide:

- Safe and effective internal vehicular, pedestrian and all active transport circulation;
- Active interfaces with adjoining streets, open space and waterways; and,
- Appropriately designed and dimensioned to accommodate all services, allowing for tree planting with unencumbered and larger root zones.

**R8**

All subdivisions abutting arterial transport routes; the proposed Bellarine Link Road, Barwon Heads Road and the Geelong to Warrnambool Railway line, are required to provide an internal local road and lot frontage priority to establish a passive surveillance interface with the transport route. In the event of a proposed lot abutting two arterial transport routes, the lot must face Bellarine Link Road.

**R9**

Lots and dwellings, where possible, must front (in order of priority where a lot fronts multiple elements):

1. Controlled arterial roads
2. Geelong to Warrnambool Railway line and Marshall Train Station
3. Conservation areas
4. Public open space
5. Waterways and drainage reserves
6. Connector roads
7. Local access streets
8. Electricity and sewer easements

The siding of lots to waterways, open space, conservation areas and primary street frontages must be avoided where possible.

## 3.1 CHARACTER, HERITAGE AND HOUSING

### CHARACTER GUIDELINES

#### G1

With respect to tree planting:

- Tree planting and design guidelines for public landscaped areas, streets, parks and open spaces are to be in accordance with Section 4.4 Indicative Street Tree Planting, which shows the list of preferred tree species to be used. Native species are preferred unless exotic species can be justified i.e., enhanced seasonal solar access. Any native trees that are permitted to be removed and offset by the NVPP shall also be considered as habitat trees for be considered for relocation in proposed open space within the precinct;
- Trees planted close to a waterway and within the open space corridor, are to be within a 10 metre wide tree protection strip;
- No trees or vegetation that reach a mature height of above 1.5 metres are to be planted within the high voltage electricity easement;
- Ensure that street trees planted are in keeping with the size and scale of the street so as to reinforce the movement hierarchy and local character;
- Ensure that no tree plantings generate weed issues in waterways and conservation areas; and,
- Any car parking areas shall include tree planting which meet or exceed canopy targets for the precinct as per [Section 4.4.1 Canopy Cover Targets and Calculations.](#)

To the satisfaction of the Responsible Authority.

#### G2

Street networks within subdivisions are to maximise the number of connections and direct views toward key precinct features, with built form or existing natural elements (such as trees) used as focal points for view lines along streets, having consideration to the need for a legible and permeable active transport and road network.

#### G3

With respect to general subdivision design:

- Preserve the opportunity for additional landscaping in existing wider road reserves;
- Focus on east-west street layouts to improve solar orientation while not prejudicing street tree canopy requirements. Lot layout should maximise the northern lengths of lots for internal solar gain as well as solar energy production potential. All dwellings should receive appropriate external shading to northern and western building facades;
- Subdivision is to deliver built form that provides an attractive street address, encourages passive surveillance and visual interest (e.g. through variation in lot widths); and,
- Those subdividing land are responsible for demonstrating how residential minimum density requirements are achieved within the boundary of each subdivision application. For subdivision proposals not within the Station Precinct, a lower-than-average density may be accepted if it can be clearly demonstrated that the density average will be achieved across a broader subdivision area, on land holdings currently owned or controlled by the proponent, through the provision and approval of a density strategy.

To the satisfaction of the Responsible Authority.

**G4**

---

With respect to fencing:

- Side fencing to public places should be at least 25% permeable and should not exceed 1.5 metres in height; and,
- No lots shall be designed with back fences facing roads, the rail line, open space, conservation areas, waterways and drainage, electricity and water easements.

**G5**

---

A consistent suite of lighting and public furniture is to be used across neighbourhoods and shall;

- In the Station Precinct, comply with [Section 4.2](#);
- Be appropriate to the type and role of street or public space;
- Not permit a colour and style that brands the landscape to a development, or associated companies brand or marketing style;
- Be sustainably sourced by developers and/or be made of recycled materials where possible;

To the satisfaction of the Responsible Authority.

## 3.1 CHARACTER, HERITAGE AND HOUSING

### HERITAGE REQUIREMENTS

#### R10

Proponents must consider and address Aboriginal cultural heritage in the design of development and must liaise with the designated Registered Aboriginal Party (or the relevant Traditional Owner Groups and Aboriginal Victoria in its absence) to ascertain whether heritage interpretation is appropriate in these identified locations, and how the heritage site(s) shall be incorporated into the design of the subdivision.

### HERITAGE GUIDELINES

#### G6

- Any sites identified as of Aboriginal cultural heritage significance shall be interpreted in accordance with the design requirements of the Registered Aboriginal Party and, if appropriate, incorporated into the subdivision sympathetically and in consideration of, and integration with, adjacent land uses to the satisfaction of the Responsible Authority and the Registered Aboriginal Party;
- Any subdivision and/or development of land proposed that is adjacent to an identified post European contact heritage site should preserve a suitable area as part of urban development, and where possible, integrate it with the heritage site through adaptive re-use;
- The racecourse railway corridor (MAR05), preserved in the conservation reserve to the east of Drews Road, to include appropriate interpretive signage;
- The pipe works (MAR04) located within the Station precinct to be recognised in an appropriate display and integrated in the train station approach;
- The Smith Street trail to retain its existing character and the history of its establishment and maintenance to be recognised through interpretive signage within the Conservation Reserve; and,
- Any future recognised heritage features currently not shown on the PSP maps, to be considered, retained and integrated into surrounding development.

## HOUSING DIVERSITY, DENSITY & CHOICE REQUIREMENTS

### R11

Subdivisions which retain larger lots around existing dwellings must demonstrate that the future subdivision of these larger lots can appropriately integrate with the surrounding subdivision layout.

### R12

The Station precinct must facilitate high density housing development, co-location or integration of community, open space and shopping facilities, in appropriate locations, providing an accessible and high amenity interface with Marshall Train Station, as well as open space corridors co-locating with active transport, connecting Marshall Train Station to the north-south connector road (Drews Road) and the wider open space network. Subdivision of land and internal road design within the Station precinct requires the preparation of an urban design framework as outlined in [Section 4.2 Station Precinct Urban Design Framework Requirements and Guidelines](#).

### R13

Housing development for land within the Medium-Higher Density Residential Area, must achieve a minimum of 30 dwellings per net developable hectare if within the 400m walkable catchment of the Station Precinct as indicated on [Plan 7 Character, Heritage and Housing](#), and a minimum of 25 dwellings per net developable hectare elsewhere, on appropriately designed lots. Housing on the land identified in [Plan 7](#) must be delivered in accordance with [Tables 2](#) and [3](#).

### R14

For subdivision of land and internal road design within the Conventional Residential area, housing on the land identified in [Plan 7](#) must be delivered in accordance with [Tables 2](#) and [3](#).

### R15

Permit applications for subdivision of land, or development of land for residential or mixed-use purposes, must submit a Social and Affordable Housing Delivery Strategy.

The above requirement does not apply to:

- Subdivision of land into less than three lots;
- Subdivision or development of land for which a contribution towards social housing and affordable housing has already been provided to the satisfaction of the Responsible Authority;
- Development of land for less than three dwellings;
- Buildings or works to an existing dwelling, provided the number of dwellings is not increased; and,
- Where any other provision of the Greater Geelong Planning Scheme, or the *Planning and Environment Act 1987* (or any other Act), requires an affordable housing contribution to be made in respect of the proposed development.

The Strategy must address the following:

- The contribution towards social housing and affordable housing to be provided, including the amount and form of the contribution;
- How the contribution towards social housing and affordable housing will be achieved and secured, including the identification of intended agencies, the owner/s of land and the Responsible Authority entering into an agreement pursuant to section 173 of the *Planning and Environment Act 1987*, timeframes, built form, and a response to each of the matters specified by the Minister by notice published in the Government Gazette in accordance with section 3AA(2) of the *Planning and Environment Act 1987*;
- The location of the social housing and affordable housing, ensuring that social housing and affordable housing are dispersed across residential areas;
- A summary of the range of housing types, densities and sizes;
- Staging requirements to ensure that social housing and affordable housing are provided in a timely manner as development occurs; and,
- Principles to ensure that the social housing and affordable housing dwellings are well designed, provide for a range of housing types to respond to local housing needs, and are integrated with the remainder of the development.

**Note:** Council requires a contribution towards social housing in the first instance and encourages a contribution towards affordable housing in addition to social housing.

**Note:** the terms 'social housing' and 'affordable housing' are defined at section 3AA of the *Planning and Environment Act 1987* and are to be afforded those definitions for the purpose of this document.

## 3.1 CHARACTER, HERITAGE AND HOUSING

### HOUSING DIVERSITY, DENSITY & CHOICE REQUIREMENTS

#### R16

A contribution towards social and affordable housing must provide for the delivery of social and affordable housing that is:

- within the Marshall Precinct;
- in a form that is functionally and physically indistinguishable from conventional dwellings within the Marshall Precinct; and,
- in a form which is to the satisfaction of the Responsible Authority.

#### R17

Prior to the certification of a plan of subdivision for the first stage of residential subdivision, Residential ESD Design Guidelines must be prepared and submitted to the satisfaction of the Responsible Authority. The Residential ESD Design Guidelines must be applied as a restriction on the relevant plan of subdivision.

#### R18

The Residential ESD Design Guidelines prepared for residential subdivision must include requirements for:

- All new residential buildings to be constructed to be all electric in operation;
- At least 75% of the development's total site area with a combination of the following elements to reduce the impact of the urban heat island effect:

##### Green Infrastructure:

- Roof and shading structures with cooling colours and finishes that have a solar reflectance index (SRI) of:
  - For roofing with less than 15 degree pitch, a SRI of at least 80]
  - For roofing with a pitch of greater than 15 degrees, a SRI of at least 40;
- Water features or WSUD items;
- Hardscaping materials with SRI of minimum 40;
- All new residential lots to allow for future provision of Electric Vehicle Charging Points (EVCPs) of one per dwelling;

- Unless otherwise approved in writing by the Responsible Authority, all EVCPs must be in accordance with Smart City Specifications (2022);
- All new dwellings with up to two bedrooms to have installed a 3kW minimum capacity solar photovoltaic (PV) system. An additional 1kw capacity solar photovoltaic (PV) system is required for each additional bedroom proposed; and,
- Apartment buildings to have installed a solar PV system with a capacity of at least 25W per square metre of site coverage or 1kW per dwelling.

#### R19

With respect to specialised housing guidelines, residential villages and retirement villages are to be considered on the basis that:

- Internal layout and design does not create a large scale private separation between the development and the wider precinct;
- Internal layout and design does not present a barrier to flexible movement through the surrounding road and pedestrian trail network.
- Cohesive integration with the proposed urban structure, including the open space and the transport network, is absolute;
- It is located within acceptable walking distance from the train station and easily accessible to bus capable streets;
- Meets the minimum tree canopy requirements of 'residential' detailed in Section 4.4.1 Canopy Cover Targets and Calculations; and,
- That the interface between private and public does not needlessly contribute to (or be perceived to contribute to) social friction, social exclusion, and heightened safety risks.

## HOUSING DIVERSITY, DENSITY & CHOICE GUIDELINES

### G7

Permit applications for subdivision of land, or development of land for residential, commercial or mixed-use purposes, should provide a contribution towards social housing to:

- Include social housing units in the project at the rate of 0.045 sqm (or 4.5%) 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 a registered community housing provider, or;
- Provide any other delivery model of the contribution, such as transfer of *serviced lots* or a *monetary contribution* to the Geelong Affordable Housing Trust or which is of equal value (as independently assessed) to the Primary Obligation or;
- Provide a cash-in-lieu payment into the Geelong Affordable Housing Trust at the rate of \$117, indexed annually to movements in relevant dwelling prices in Geelong, for each square metre of saleable or leasable floorspace, or;
- Provide a cash-in-lieu payment into the Geelong Affordable Housing Trust at the rate of \$696,604, indexed annually to movements in relevant dwelling prices in Geelong, per net developable hectare for subdivision projects, or;
- A combination of the above to reflect the value of partial dwellings indicated by the formula.

### G8

A contribution towards social housing and affordable housing should be achieved by entering into an agreement with the Responsible Authority (and a registered housing agency, where applicable) pursuant to section 173 of the *Planning and Environment Act 1987* prior to the commencement of works, to the satisfaction of the Responsible Authority.

### T3. LOCATION BY PREFERRED HOUSING TYPOLOGY

SUB PRECINCT	APPLIED ZONE	HOUSING TYPES
Station Precinct	Mixed Use	<ul style="list-style-type: none"> <li>Multi-unit apartments.</li> <li>Limited multi-unit terraces, row houses and villas.</li> </ul>
Medium-Higher Density Residential	Residential Growth	<ul style="list-style-type: none"> <li>Some multi-unit apartments in areas of higher amenity.</li> <li>Small lot housing including townhouses, attached, semidetached and some detached houses.</li> <li>Larger lots to be provided abutting arterial roads.</li> </ul>
Conventional Residential	General Residential	<ul style="list-style-type: none"> <li>A mix of small lot housing including townhouses, attached, semidetached and detached houses.</li> <li>Dual occupancies and duplexes.</li> <li>Smaller dwellings to be located in areas of highest amenity (i.e. facing open spaces).</li> <li>Larger lots to be provided abutting arterial roads.</li> </ul>

# P7. CHARACTER, HERITAGE AND HOUSING



## KEY

### CONTEXT

- Precinct Boundary
- Railway and Station

### LANDUSE

- Conventional Residential
- Medium/Higher Density Residential
- Mixed Use - High Density Residential

### HERITAGE AND CHARACTER

- Public Space at Heart of Station Precinct
- Distance to Station Precinct Heart
- Areas of Aboriginal Cultural Sensitivity
- European Heritage Area
- Existing Trees to be Retained
- Flood Overlay

### INTERFACES

- 1 - Passive Open Space / Utilities
- 2 - Drainage Open Space
- 3 - Conversation
- 4 - Arterial of Transport Corridor
- 5 - Flood Overlay

## 3.2 OPEN SPACE

### REQUIREMENTS

#### R20

Unencumbered land for public open space must (subject to [R21](#)) be provided in the locations identified in [Plan 8 Open Space and Biodiversity](#), [Table 1 Summary Land Budget](#) and [Table 4 Open Space Delivery Guide](#) (LP01, LP02, LP03 and LP04). Open Space Contributions will be based on this table.

#### R21

Where land is identified as Credited (Unencumbered) Open Space on [Plan 8 Open Space and Biodiversity](#) and in the table to [4.1 Property Specific Land Budget](#) is;

- Equal to 10% of the lot's Net Developable Area – Residential (NDAR), the land must be transferred to Council at no cost;
- Less than 10% of the lot's NDAR, the relevant land must be transferred to Council at no cost, and a cash contribution must be made to Council to bring the total contribution to a value of 10% NDAR;
- Greater than 10% of the lots NDAR, the relevant land must be transferred to Council at no cost to Council. Council will contribute an amount to the applicant equivalent to the value of the land provided in excess of 10% NDAR, but no greater than difference between 10% NDAR and the amount of land shown as a Credited (Unencumbered) Open Space on [Plan 8 Open Space and Biodiversity](#) and in the table to [4.1 Property Specific Land Budget](#).

The permit applicant may alter the distribution of public open space as shown in this PSP if appropriately justified to the satisfaction of the Responsible Authority.

The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole land, and in accordance with Sections 18a and 19 of the Subdivision Act.

#### R22

A developer may elect to provide unencumbered public open space in addition to that shown on [Plan 8 Open Space and Biodiversity](#) and the land budget but it will neither be included in nor affect the equalisation scheme. It must be provided and embellished entirely at the cost of the developer.

#### R23

The design of spaces will not prejudice the biodiversity values of habitat conservation areas and wherever possible to integrate with such areas to enhance recreation / conservation experiences / opportunities.

#### R24

All local parks must be located, designed and developed in accordance with the relevant description in [Table 4](#), the subsequent scope set out in the Marshall DCP, and the Geelong Play Strategy: Part 2 and other relevant local open space strategies to the satisfaction of the Responsible Authority.

#### R25

Any subdivision or development application that includes a local park (LP01, LP02, LP03 and /or LP04 as identified on [Plan 8](#)) must provide a concept plan showing the contours and the area required for proposed recreational elements including playgrounds, shelters, landscaping, paths and accompanying seating areas to the satisfaction of the Responsible Authority.

#### R26

Encumbered land for public open space must be provided specifically in the locations identified in [Plan 8](#), [Table 1](#) and [Table 4](#).

All encumbered land must be vested at no cost to Council, to facilitate management, maintenance, and appropriate co-location of passive open space, shared user paths and drainage assets, to the satisfaction of the Responsible Authority.

All encumbered land for public open space forms an integral component of the integrated open space and active transport network and must remain designated as open space if, for any reason, the encumbrance on the land, is no longer applicable.

**R27**

The open space network must:

- Provide flexible recreational opportunities that allow for the anticipated range of local uses required by the community and connects to the active sporting facilities proposed in Horseshoe Bend Precinct Structure Plan abutting the southern boundary of Marshall Precinct;
- Maximise the amenity and value of encumbered open space through the provision of shared paths, trails and other appropriate recreation elements.

To the satisfaction of the Responsible Authority.

**R28**

All encumbered and unencumbered public open space (excluding conservation areas) must be designed and developed to a standard that satisfies the requirements of Council prior to the transfer of the public open space, including:

- Removal of all existing and disused structures, foundations, pipelines, and stockpiles, excluding those structures recognised in the heritage register;
- Clearing of rubbish and non-native vegetation (weeds), levelled, topsoiled and grassed with warm climate grass. Non-native trees that are not considered environmental weeds should be retained in open space unless removal is required to facilitate open space outcomes.
- Remediation of any contamination;
- Provision of water tapping, potable and recycled water connection points. Sewer connection points shall also be provided to land identified as a community facility;
- Landscaping, including the provision of drought resistant trees and shrubs listed in [Section 4.4 Indicative Street Tree Planting](#);
- Provision of vehicular exclusion devices (fence, bollards, or other suitable method) and maintenance access points;
- Installation of park furniture including shelters, furniture, rubbish bins, local scale playground equipment, local scale play areas, drinking fountains and kick about spaces and appropriate paving to support these facilities, consistent with the type of public open space listed in [Table 4 Open Space Delivery Guide](#);

- Appropriate boundary fencing where the public open space abuts private land, or as required by the Responsible Authority; and,
- All trees nominated for retention (regardless of their status) must be independently assessed by a suitably qualified arborist (min AQF L5) to ensure that they are worthy of being a material constraint to the development and fit for purpose to the satisfaction of the Responsible Authority.

**R29**

All landscaped areas must be designed in accordance with relevant guidelines, including the use of storm water and / or recycled water where possible, to the satisfaction of the Responsible Authority.

**R30**

All lots must:

- Provide for a primary point of access from a footpath or shared path proximate to the lot boundary, when directly fronting open space.
- Not back on to any form of open space to ensure public safety and surveillance is maintained.

**R31**

Appropriately scaled, energy efficient LED lighting must be installed along all major pedestrian thoroughfares traversing the public open space and cycling network to the satisfaction of the Responsible Authority.

## 3.2 OPEN SPACE

### GUIDELINES

#### G9

With respect to all encumbered and unencumbered public open space delivery:

- Open spaces to be designed and developed to assist in promoting a 'sense of place' and community for people of all ages, providing opportunities to meet and interact in appropriate spaces in suitable ways and times.
- All parks should be located, designed and developed generally in accordance with the relevant description in [Table 4 Open Space Delivery Guide](#), unless otherwise approved by the Responsible Authority.
- Installation of park furniture, play equipment, kick-about spaces and appropriate paving to support these facilities is to be consistent with the classification and hierarchy of the open space as listed in [Table 4](#) and the City's Sustainable Communities Infrastructure Development Guidelines and all relevant updates.
- Design and layout of waterway corridors and other encumbered open space to maximise the potential for integration of recreational uses, utility infrastructure and storm water quality assets, where it does not conflict with the primary function of the land.
- Trees at 75% maturity to shade no less than 25% of the open space.
- Where fencing of local parks is required, it can be low-scale and be designed to guide appropriate movement and access rather than as a barrier. Design and materials shall complement the park setting.
- Path networks associated with open space to include way finding signage which clearly identifies key destinations and communicates necessary information to all users.
- Open space to cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities.
- Any pedestrian link through a dedicated trail, drainage reserve or adjoining the road network to include a provision of park seating at appropriate intervals.
- Must meet one or more criteria applicable to low threat vegetation in [Table 7 Vegetation Classification Criteria as per AS3959 2018](#)

- Refer to [Section 4.4.2 Indicative Tree Planting](#) for appropriate tree planting in open space and other environments.

#### G10

With respect to interface with conservation areas and biodiversity:

- Spaces abutting habitat conservation areas to be designed to protect those areas from unplanned walking/cycling and vehicular use and from pest weed and plant infestation.
- Street trees and public open space landscaping will contribute to habitat for indigenous fauna species, in particular arboreal animals and birds, where practical.

#### G11

With respect to boundary with roads:

- Open spaces (other than cross-block links/walkways) will have a road frontage to all boundaries except where addressed directly by purpose designed active-frontage alternative land uses. Where this occurs, lots shall:
  - Directly face the open space and allow for vehicular access via a rear laneway with the provision of a paper road fronting the open space.
  - Allow for a primary point of access from a footpath or shared path of a minimum width of 1.5m along the frontage of the lot.
  - Either have no front fence or include permeable fencing of a low height to facilitate public safety and surveillance.
- Or a suitable alternative to the satisfaction of the Responsible Authority.
- Design of spaces to ensure safety of users in respect of traffic on adjoining roads.
- Construction of a minimum 1.5m wide pedestrian path around the perimeter of the open space within the road reserve (not open space), connecting and linking to any other surrounding paths of points of interest.
- Streetscape planting and paths to complement and integrate with the abutting open space design.

**G12**

With respect to adjacent development:

- Open space to be enhanced by careful design of adjacent residential, community and commercial development.
- Development adjacent to open space areas to address and promote use and surveillance of the parkland.
- Development adjacent to open space to be well articulated
- and facilitate passive surveillance with windows, balconies and pedestrian access points directly fronting the open space.
- Rear and side fencing and blank walls of abutting development are not permitted, except for cross-block links/walkways that are no deeper than two residential blocks.
- A road at the interface between public open space (particularly those that form habitat conservation areas) and other land is the appropriate transition mechanism between the two uses.
- Landscaping of adjoining development to complement the open space landscape design.

**G13**

With respect to integrated water management:

- Walking/cycling links and other recreation facilities are co-located with the drainage system to maximise land use sustainability.
- Pedestrian bridges and boardwalks to be incorporated into the path network to facilitate permeability of neighbourhoods.
- Paths, including shared paths, to be designed to be at least above a minimum of the 1% Average Exceedance Probability (AEP) flood event to the satisfaction of the Responsible Authority.
- Bridges and boardwalks to be designed and constructed above the 1% AEP flood event level to the satisfaction of the relevant authority and the Responsible Authority.
- The layout and design of the waterways, wetlands and retarding basins (including the design of paths, bridges and boardwalks and the storm water drainage system) to integrate open space with natural systems

**G14**

With respect to structures:

- Structures should be sited above the 1% AEP flood event level and designed to integrate with and complement rather than dominate the landscape.

**G15**

With respect to public safety:

- Open spaces to be designed to maximise visibility and surveillance, provide safe movement and to increase activity and to be well maintained to encourage use by a wide range of people.
- The use of the design principles of 'Crime Prevention through Environmental Design' to guide the design of spaces and the infrastructure they contain and encourage best practice thinking in the design and functionality of these open spaces and associated infrastructure.
- Surrounding land uses to provide passive surveillance of adjoining open space and planting design to promote a highly visible public realm.
- The detailed design of open spaces adjacent to development to complement and enhance the function and safety of that development.
- Paths to facilitate clear, direct and easy movement to and from key destinations.
- Lighting in open spaces is encouraged along key walking / cycling links for safe pedestrian movement throughout the network but discouraging inappropriate use of main parkland areas after dark.
- Light fittings to be energy efficient and 'cut-off' type to direct light where it is required, emit white light and reduce unnecessary spill to sides or above. Light fittings to be LED (or better technology if available).

## 3.2 OPEN SPACE

### GUIDELINES

#### G26

---

With respect to landscape character:

- A predominantly indigenous and Australian native planting theme will characterise the open space network.
- Exotic species may be appropriate in certain locations with the approval of the Responsible Authority.
- Species chosen to be appropriately robust to perform adequately in the local urban environment and micro-climate.
- Exotic and Australian native species to be considered to achieve particular planting effects such as highlight planting at entries and key focal points as well as avenues, complementing the road and active transport hierarchies.

#### G17

---

With respect to other elements and infrastructure:

- The appropriate design and siting of landscape elements and infrastructure will effectively complement the area.
- Infrastructure, including but not limited to, playgrounds, shelters, and picnic tables are to be clustered in nodes. Park planting themes will enhance and complement these nodes.
- Park seating to be provided about every 400 metres along key paths.
- Opportunities will be considered for appropriate public art, to the satisfaction of the relevant department of the City.

#### G18

---

With respect to signs and furniture:

- Parks will be signed clearly with the park name according to the satisfaction of the Responsible Authority;
- Generally, additional signs within parks to be kept to a minimum with locations focused on key access or heritage interpretation points and major pedestrian / cycle routes; and
- Furniture and materials to be co-ordinated and complement the overall landscape design theme.

#### G19

---

With respect to water sensitive urban design:

- The design and layout of spaces should maximise water use efficiency, stormwater quality and long-term health of vegetation through the use of water sensitive urban design (WSUD) initiatives.
- WSUD principles to include excess run-off water from within or where appropriate, external to the space being directed to support watering regimes rather than being diverted to drains.
- Warm season grasses should be used within passive reserves to minimise recycled, harvested and potable water use.
- Incorporate stormwater harvesting in specific locations to tie in with tree watering requirements i.e., medium strips.

## P8. OPEN SPACE AND BIODIVERSITY



### KEY

#### CONTEXT

- Precinct Boundary
- Existing Trees to be Retained
- Railway and Station
- Flood Overlay
- Electrical Transmission Tower

#### OPEN SPACE

- Credited (Unencumbered) Open Space
- Conservative Reserve
- Utilities Easements
- Walkable Catchment of Reserve

## T4. OPEN SPACE DELIVERY GUIDE

TITLE	AREA (HA)	TYPE	LOCATIONAL ATTRIBUTES	DELIVERY RESPONSIBILITY
LP01 Northern Local Park	0.975	Passive open space (Credited)	Adjacent to fenced Conservation Reserve (CR03) and integrated with SUP04.	Development Proponent
LP02 Eastern Local Park	0.799	Passive open space (Credited)	Adjacent to East West Connector Road with good access to SUP04.	Development Proponent
LP03 Southern Local Park	0.582	Passive open space (Credited)	Adjacent to East West Connector Road, Drews Road and fenced Conservation Reserve (CR05), and integrated with SUP05.	Development Proponent
LP04 Station Precinct Local Park	0.547	Passive open space (Credited)	Integrated with Station Precinct UDF and protection of existing native trees.	Development Proponent
CR01 Smith Street Greenway	0.435	Conservation Reserve (Uncredited)	Contains remnant vegetation and environmental values to be protected. Located directly north of LOS01.	Development Proponent
LOS01 Smith Street Greenway	0.766	Linear Open Space (Uncredited)	Smith Street road reserve between Drews Road and SB01, inclusive of walking trail (SUP01).	Development Proponent
CR02 Drews Road Greenway	0.255	Conservation Reserve (Uncredited)	Contains remnant vegetation and environmental values to be protected. Located directly east of LOS02.	Development Proponent
LOS02 Drews Road Greenway	0.764	Linear Open Space (Uncredited)	Drews Road road reserve (to be closed to vehicles) located north of East-West Connector Road and parallel to new realigned road, Inclusive of SUP05.	Development Proponent
CR03 Northern Conservation	2.027	Conservation Reserve (Uncredited)	Contains remnant vegetation and environmental values to be protected. Located adjacent to LP01.	Development Proponent
CR04 Southern Conservation	2.158	Conservation Reserve (Uncredited)	Contains remnant vegetation and environmental values to be protected. Located south of LOS01 including at historic racecourse railway area.	Development Proponent
CR05 Reserve Road Conservation	0.506	Conservation Reserve (Uncredited)	Contains remnant vegetation and environmental values to be protected. Located adjacent to LP03 and Reserve Road.	Development Proponent
E01 Barwon Water Main Outfall Sewer	0.807	Existing Easement (Uncredited)	6m wide easement running diagonally through the centre of the precinct. SUP04 located adjacent to sections of the easement.	Development Proponent
E02 High Voltage Transmission Line Easement	2.276	Existing Easement (Uncredited)	40m wide AusNet easement running east – west through the northern portion of the precinct. SUP02 located within easement along northern edge.	Development Proponent
E03 Barwon Water Easement	1.181	Existing Easement (Uncredited)	Shared user path parallel to railway line connecting Marshall Station Precinct to Reserve Road.	Responsible State Government Transport Authority

## 3.3 BIODIVERSITY

### REQUIREMENTS

#### R32

All development must be generally in accordance and not undermine the strategic intent of the Marshall NVPP.

#### R33

Conservation reserves as indicated on [Plan 8 Open Space and Biodiversity](#) must be handed over to Council at no cost. All land designated for conservation reserves must be improved to a standard that satisfies the requirements of the Responsible Authority prior to the transfer of land, including:

- Removal of all existing and disused structures, foundations, pipelines, and stockpiles, excluding those structures recognised in the heritage register;
- Clearing of rubbish and non-native vegetation (weeds), levelled, topsoiled and grassed with warm climate grass (unless Conservation Reserve requirements dictate otherwise). Non-native trees that are not considered environmental weeds should be retained;
- Remediation of any contamination; and
- All trees nominated for retention (regardless of their status) must be independently assessed by a suitably qualified arborist (min AQF L5) to ensure that they are worthy of being a material constraint to the development and fit for purpose to the satisfaction of the Responsible Authority.

#### R34

All Conservation Reserves must be managed to a standard that satisfies the requirements of the NVPP, including the following:

- Designed to integrate with surrounding open space to form a contiguous linear connection allowing for wildlife migration.
- Provision of appropriate low scale and permeable, permitting suitable access, surveillance and public safety.
- Existing hydrological conditions are to be maintained, including but not limited to, the provision of a background hydrology drainage system from surrounding areas of urban development. All delivery infrastructure shall result in zero disturbance to vegetation.
- Provision of interpretive signage informing the biodiversity value of the conservation area, including but not limited to, a requirement for no domestic animal intrusion.

- Public lighting must be designed and baffled to prevent light spill and glare within and adjacent to the Conservation Reserve, unless otherwise agreed.
- Public paths or service infrastructure shall be designed and located at the edge of the Conservation Reserve, or in a location that results in zero disturbance to vegetation.
- No utility services to be located within Conservation Reserve or Greenways. No additional services in Greenways.
- Buffers are required around areas of conservation.

To the satisfaction of the Responsible Authority.

#### R35

Development within or adjacent to a Conservation Reserve must be in accordance with cross sections shown in [Section 4.3](#) and requires the preparation of a Conservation Reserve Concept Plan, to the satisfaction of the Responsible Authority.

#### R36

The protection of trees identified as retained and / or protected in [Plan 9](#) includes a tree protection zone in which development must not occur. Where work occurs adjacent to a tree protection zone, every measure must be taken to ensure the tree is retained. Any development proposed within or adjacent to a Tree Protection Zone (TPZ) must submit a Tree Protection and Construction Management Plan, that includes the following:

- Completion of a preliminary arboricultural assessment of the subject tree(s).
- Establish an up-to-date TPZ through the tree protection distance method outlined in the current Australian Standard AS4970 to assess stability and growth requirements.
- Determination of the preferred design and layout to highlight conflicts associated with the location of the existing tree.
- Details of measures to be used that will limit and manage earthworks in proximity to the tree identified for retention.
- Conditions and permit requirements established in the Marshall NVPP for retention.

## 3.3 BIODIVERSITY

### REQUIREMENTS

#### R37

Interfaces with areas of native vegetation to be retained must be:

- designed in a way that prevents any impacts from civil works; and,
- allows for appropriate edge design;

To the satisfaction of the Responsible Authority

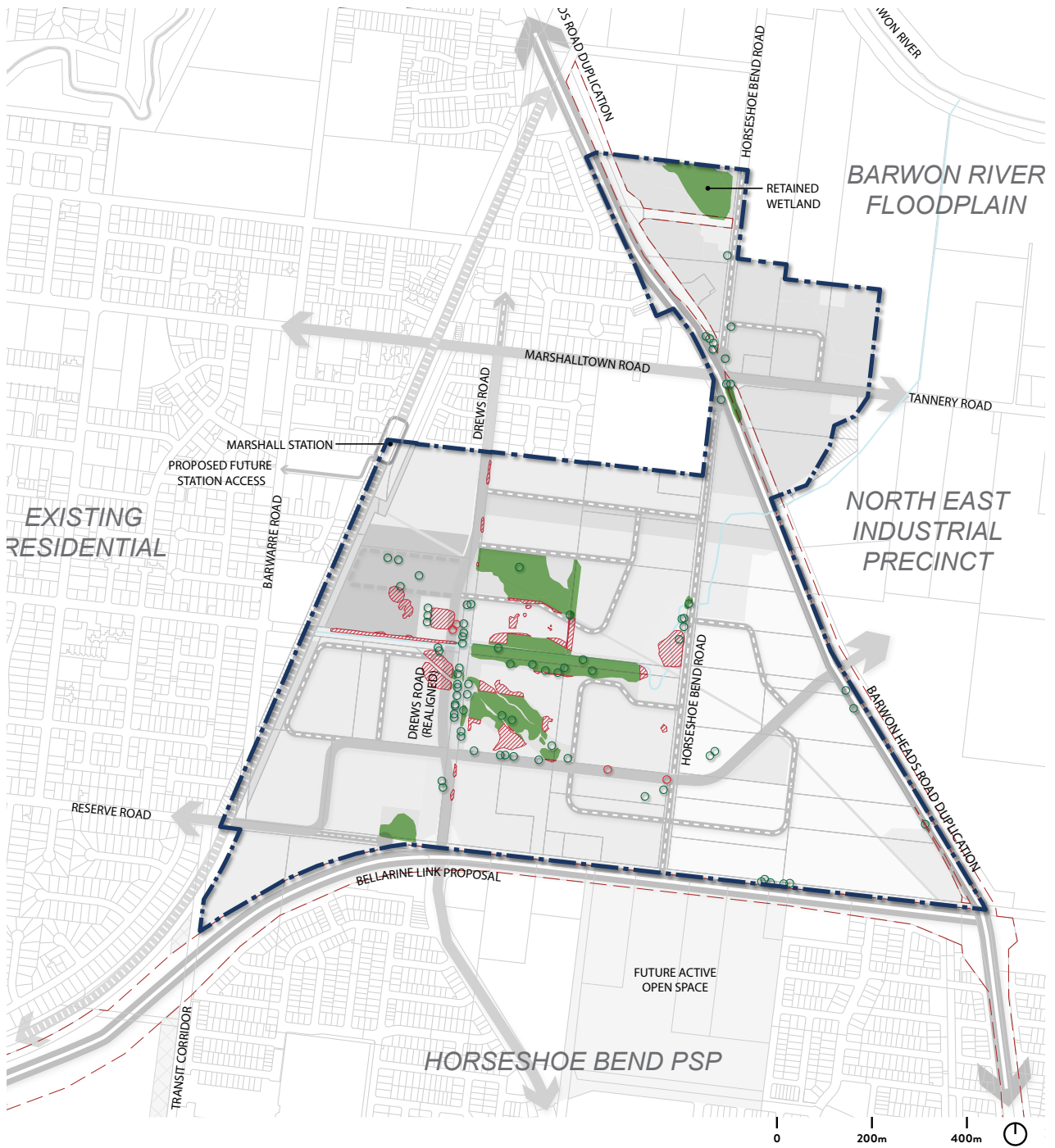
### GUIDELINES

#### G20

With respect to [R33](#), a conservation reserve concept plan should address:



- Where appropriate, public open space areas to be located adjacent to Conservation reserves and waterways to assist with their buffering.
- Planting adjacent to the Conservation Reserve, waterway corridors and retained indigenous vegetation to use indigenous species.
- Street trees and public open space landscaping to contribute to habitat for indigenous fauna species, in particular animals and birds that use trees as habitat.
- Drainage of stormwater wetlands to be designed to minimize the impact of urban stormwater on the biodiversity values of the Conservation Reserve, including the maintenance of background hydrology.
- Trees that may be removed under the NVPP should remain in situ until development commences.

# P9. NATIVE VEGETATION PRECINCT PLAN







## KEY

### CONTEXT

-  Precinct Boundary
-  Railway and Station

### NATIVE VEGETATION

-  Existing Trees to be Retained
-  Existing Trees to be Removed Subject to Approval
-  Vegetation to be Retained
-  Vegetation to be Removed subject to Approval

## 3.4 TRANSPORT AND MOVEMENT

### ROAD & RAIL NETWORK REQUIREMENTS

#### R38

With respect to Geelong to Waurin Ponds railway line, the development must:

- Respond to and integrate with the commuter rail line and Marshall station, within the existing railway reservation.
- Respond to and integrate with a future transit corridor connection south to Armstrong Creek and Torquay, within and extending south from the existing railway reservation.

To the satisfaction of the Responsible Authority.

#### R39

With respect to the design and construction of the proposed Bellarine Link arterial road, development must:

- Recognise the location of the road within, and south of, the existing alignment of Reserve Road shown in [Plan 10 Road Network and Public Transport](#), with intersection flaring being the only land required within the precinct for road construction.
- Integrate the interim and ultimate road design in accordance with the cross sections shown in [Section 4.3 Road Design Characteristics and Cross Sections \(Cross Section P\)](#).
- Provide a signalised intersection at Drews Road and the realigned Horseshoe Bend Road (south of Reserve Road – within Horseshoe Bend Precinct) as part of the interim road construction in accordance with [Section 4.3 \(IT01\)](#).
- Respond to and integrate with the provision of a left in / out intersection at Horseshoe Bend Road (north of Reserve Road) as part of the interim and ultimate road construction.
- Respond to and integrate with the design and provision of potential Bellarine Link drainage infrastructure in the location shown in [Plan 12 Integrated Water Management](#).
- Respond to and integrate with a signalised pedestrian and cycling crossing at the intersection of Horseshoe Bend Road (north of Reserve Road), connecting Marshall Precinct with open space, schools, community facilities and the neighbourhood activity centre, immediately south of Reserve Road.
- Include a shared user path network on the northern side of the road that connects to the Marshall open space network.
- Allow for the provision and development of appropriate service frontage road(s) to the north of the road within the boundary of Marshall Precinct.

- Facilitate the delivery of a safe environment that integrates, enhances and encourages pedestrian and cycling movement, through logical and contiguous connections between the road, the precinct and the wider network.
- Respond to interim Reserve Road upgrades in accordance with cross section K of the Horseshoe Bend Precinct Structure Plan.

To the satisfaction of the Responsible Authority.

#### R40

With respect to Barwon Heads Road, development must:

- Respond to and integrate with the road design in accordance with the cross sections shown in [Section 4.3 \(Cross Section M\)](#), including the provision of an on-road cycle path and suitable pedestrian and cycling connection points into the precinct.
- Respond to and integrate with the signalised intersections at Reserve Road/Bellarine Link Road and Marshalltown/Tannery Road.
- Respond to and integrate with the access road to the north of Tannery Road within the Commercial/Bulky Goods Precinct.
- Provide for a signalised intersection at the junction of the East-West Connector Road in accordance with the requirements in [Section 4.3 \(IT02\)](#).
- Respond to and integrate with the truncation of Horseshoe Bend Road north, south of the Marshalltown Road/Tannery Road, ensuring no additional access points from lots in the Commercial/Bulky Goods Area on to Barwon Heads Road, unless otherwise approved by the Head, Transport for Victoria.
- Respond to and integrate with all road project access solutions for any lots within and surrounding the PSP area.
- Provide appropriate frontage local road(s) to the west of Barwon Heads Road within the boundary of the PSP. A service frontage road is not required on the eastern side of Barwon Heads Road to access the Commercial/Bulky Goods Area unless otherwise required and approved by the Head, Transport for Victoria.
- Facilitate the delivery of a safe environment that integrates, enhances and encourages pedestrian and cycling movement, through logical and contiguous connections between the road, the precinct and the wider network.

To the satisfaction of the Responsible Authority.

**R41**

The connector street network must be located as per the alignment shown in [Plan 10](#) and include:

- Design at a size and function that facilitates bus capable public transport movements.
- Construction in accordance with [Section 4.3](#) (Cross Sections A, B, C, F, and M) including an on-road cycle path network and suitable pedestrian and cycling crossing points that prioritise cycle and pedestrian movements over vehicular traffic.
- Where a shared path is contained within the road reserve, development should seek to minimise the conflict users of this path experience from abutting development. For example, the number of vehicle crossovers should be minimised, or avoided altogether by considering rear-loaded dwellings. Drews Road as the key north-south connector in the precinct, including the location of a green corridor providing off road pedestrian and cycling, preserving native vegetation, connecting to Reserve Road and the proposed new location of Horseshoe Bend Road (south of the precinct), tapering into a local road design north of the electricity easement, in accordance with [Section 4.3](#) (IT01 and Cross Sections B, C, and D).
- The East-West Connector Road (RD04) aligned directly south of the Southern Conservation Reserve (CR04) and connecting Barwon Heads Road to Reserve Road.
- The Horseshoe Bend Road local access street generally along the current alignment, including the provision of an appropriate roundabout intersection treatment.
- Tannery Road as a connector road extending east from Barwon Heads Road into the North East Industrial Precinct in accordance with [Section 4.3 \(Cross Section F\)](#).
- Supporting the use of the connector roads as the major traffic movement network through the provision of appropriate traffic management infrastructure to slow movements on Drews Road and the East-West Connector Road including; the provision of appropriate roundabouts at the intersection of Drews Road and the East-West Connector Road, and Station Precinct Main Street.
- Design roundabouts in a manner that slows vehicles, with raised pedestrian priority (e.g., wombat) crossings, ensuring absolute connectivity and continuity of pedestrian paths, shared user paths and bicycle paths.
- The existing Reserve Road alignment functioning as a Connector Road requiring treatment in accordance with [Section 4.3](#) (Cross Sections A and E).

**R42**

The local street network in subdivision proposals must:

- Respond and integrate to the constraints outlined that have informed the road network in [Plan 10](#) including, but not limited to; utility easements, the open space network and Conservation Reserves in accordance with the [Section 4.3](#) (Cross Sections E, F, H, I, J, K, L, M, N, O, Q and R) and the Train Station Precinct in accordance with [Section 4.2 Station Precinct Urban Design Framework Requirements and Guidelines](#) and [Section 4.3 \(Cross Section H\)](#).
- Facilitate a permeable, safe and low speed local street network that encourages walking and cycling and logical connections to off road walking and cycling networks.
- Provide logical and convenient access to local points of interest and destinations including open space and Marshall Train Station.
- Not include any additional roads crossing through the open space network, including credited open space, conservation areas, the Central Waterway, all drainage infrastructure and the Main Outfall Sewer and high voltage electricity easements.
- Ensure that the proposed local road network connects logically and seamlessly with the existing local road network to the immediate north of the precinct (including [Section 4.3 Cross Section D](#)).
- A permeable urban structure is strongly encouraged. Block lengths should generally be between 120 and 200m, and towards the shorter end of this range in areas of higher density. Excessive offset T-intersections are not supported. Provide convenient and direct access to the connector road network through neighbouring properties, where a property does not otherwise have access to the connector network or signalised access to the arterial road network.
- Facilitate effective and logical integration with neighbouring properties. Subdivision design should not preclude neighbouring property's ability to develop a holistically efficient movement network.

## 3.4 TRANSPORT AND MOVEMENT

### ROAD & RAIL NETWORK REQUIREMENTS

#### R43

All signalised intersections must be designed in accordance with an up-to-date Road Network Planning Guidance and Policy Principles handbook, or future documents that supersede this document, to the satisfaction of Responsible Authority.

#### R44

All streets must be constructed to property boundaries where an inter- parcel connection is intended or indicated, by any date or stage of development required or approved by the Responsible Authority. Provision must be made for temporary vehicle turning until the inter-parcel connection is delivered.

#### R45

Vehicle access to lots fronting arterial roads must be provided from a local service frontage road in accordance with the appropriate cross section in [Section 4.3](#), at a maximum length of 120 metres, or longer if it can be proven there will be less than 300 vehicle movements per day, to the satisfaction of the Responsible Authority

#### R46

Frontage roads must be the primary interface between the development and utility easements and open space in accordance with the relevant cross section at [Section 4.3](#). If a circumstance arises where a lot facing these interfaces cannot be avoided, the development must front the open space (a rear facing development will not be supported).

### ROAD & RAIL NETWORK GUIDELINES

#### G21

Variations to the standard cross sections required in [Section 4.3](#) may be acceptable, to the satisfaction of the Responsible Authority, in the following ways:

- Varied street tree placement.
- Varied footpath or carriageway placement.
- Introduction of elements to create a boulevard effect.
- Varied carriageway or parking bay pavement material.
- Differing tree outstand treatments.

Alternative cross sections shall ensure that:

- Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets.
- The performance characteristics of standard cross sections as they relate to pedestrian and cycle use are maintained.
- The proposed location of services are shown and achieve the dedicated off road and shared path network in [Plan 10](#).
- Minimum street tree canopy requirements are met on each road.
- Relevant minimum road reserve widths for the type of street are maintained.

#### G22

With respect to intersection treatments, pavement design and general construction, refer to the up-to-date Victorian State Government Greenfield Engineering Design and Construction Manual or future documents that supersede this document, to the satisfaction of the Responsible Authority.

## ROAD & RAIL NETWORK GUIDELINES

### G23

Where a single street spans across multiple properties that street may consist of multiple cross sections so long as a suitable transition has been allowed for between each. Where that street has already been constructed or approved for construction to a property boundary, the onus is on the development connecting into that street to adopt a consistent cross section until that suitable transition can be made.

### G24

Where a local frontage road faces the Barwon Water Main Outfall Sewer Easement, the road may be designed so that lots can side face the easement in a "mews" road design approach.

### G25

Where a lot is 7 metres or less in width, vehicle access should be via a rear laneway (refer to [Section 4.3](#) Cross Section Q and Clause 56.06-8 Standard 21 of the Greater Geelong Planning Scheme), unless otherwise agreed by the Responsible Authority.

### G26

Street layouts to provide multiple convenient routes to destinations such as the train station and public open space.

### G27

Cul-de-sacs, although not generally supported, may be considered if it can be shown that there is no other way to suitably access the land subject to subdivision to the satisfaction of the Responsible Authority.

### G28

The frequency of vehicle crossovers on widened verges (i.e., a verge in excess of six metres) can be minimised through the use of a combination of:

- Rear loaded lots with laneway access.
- Vehicle access from the side of a lot.
- Combined or grouped crossovers.
- Increased lot widths.

### G29

Shared zone design principles are recommended to be incorporated for areas across the precinct that will experience a high volume and mix of pedestrians, cyclists and cars to create a more flexible and equitable transport environment.

### G30

With respect to car parking in the Station Precinct and Medium Density Residential Area, innovative solutions that minimise crossovers and reliance on on-street parking will be supported.

- Station precinct car parking to propose inclusion of WSUD solutions within parking areas.

## 3.4 TRANSPORT AND MOVEMENT

### ACTIVE TRANSPORT NETWORK REQUIREMENTS

#### R47

Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:

- Footpaths of at least 1.5 metres on both sides of all streets and roads unless otherwise specified by the PSP.
- Shared user paths, pedestrian trails or bicycle paths where shown on [Plan 11 Active Transport Network](#) or as shown on the relevant cross-sections in [Section 4.3](#).
- Safe, accessible and convenient crossing points at all connector roads and local street intersections, as well as at key desire lines and locations of high amenity, including within and toward the Station Precinct and connecting to areas of open space.
- Pedestrian and bicycle priority at intersections of minor streets and connector roads through strong and consistent visual and physical cues and supportive directional and associated road signs.
- Dedicated off-road shared user paths at a minimum of 3 metres in width (unless a cross section indicates otherwise), including strong and consistent visual and physical cues and supportive directional signs.
- Safe pedestrian/cyclist crossings of arterial roads at all intersections, at key desire lines, and on regular intervals appropriate to the function of the road and public transport provision.
- Pedestrian priority crossings on all slip lanes.
- Safe, convenient and appropriately signed transition between on and off-road bicycle networks.

To the satisfaction of the Responsible Authority.

#### R48

Shared and pedestrian paths adjacent to, or within a shared open space network featuring a waterway or wetland, must:

- Be delivered by development proponents consistent with the network shown on [Plan 11](#).
- Be above 1:10 year flood level with any crossing of the waterway designed to be above the 1:100 year flood level to maintain hydraulic function of the waterway or wetland.
- Be constructed on each side of the waterway or wetland to an all-weather standard.
- Be constructed at a minimum of 3 metres in width.

To the satisfaction of the Responsible Authority.

#### R49

A shared user path must be provided adjacent to the edge of the Barwon Water Main Outfall Sewer easement (i.e., not on the easement) and:

- Be constructed at a minimum of 3 metres in width.
- Include a landscape buffer at a minimum width of 2.7 metres between any proposed paper road or side lot interface when a frontage road is not provided.
- Include pedestrian priority crossovers to all parking areas.

#### R50

All shared user paths in the precinct must be contiguous and not impeded by the construction of a residential cross over or local street crossing, with the exception of the local streets shown on [Plan 10](#).

#### R51

Bicycle parking facilities, which include way finding signage, must be provided by development proponents in convenient locations at key destinations including adjacent to local parks and in developments adjacent to the Marshall Train Station and Station Precinct Main Street.

## PUBLIC TRANSPORT REQUIREMENTS

### R52

---

A road nominated on [Plan 10](#) as a bus capable road shall be constructed (including partial construction where relevant) in accordance with the relevant street cross section in [Section 4.3](#).

### R53

---

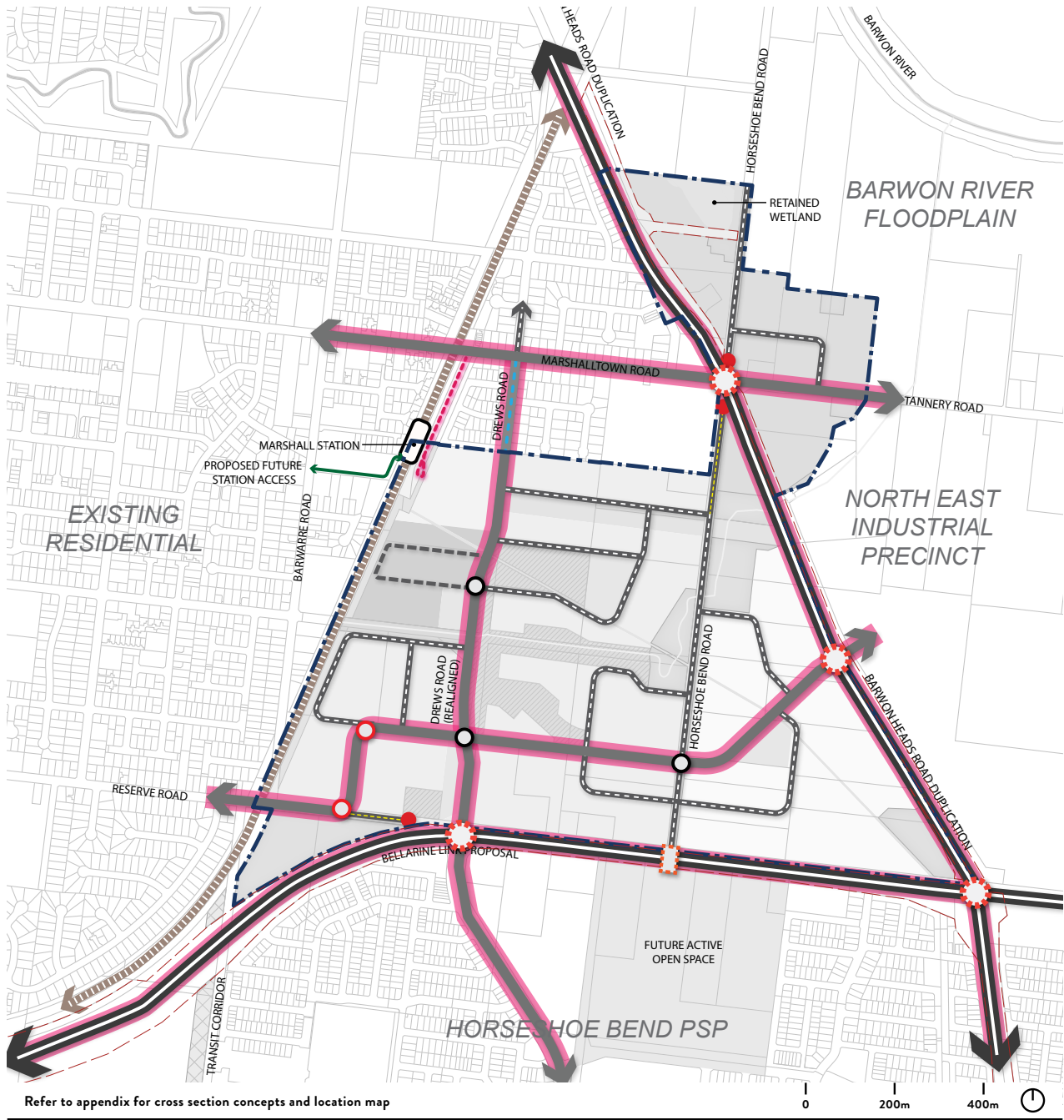
Any roundabouts on roads shown as bus capable shall be constructed to accommodate ultra-low-floor buses in accordance with the most up to date Public Transport Guidelines for Land Use and Development, or future documents that supersede this document, to the satisfaction of Responsible Authority.

### R54

---

Bus stop facilities shall be designed as an integral part of the Station Precinct and open space network, located appropriately to create a cohesive network and a facility that integrates seamlessly with surrounding and co-located land uses to the satisfaction of the Responsible Authority.

# P10. ROAD NETWORK AND PUBLIC TRANSPORT



## KEY

Refer to Appendix for Cross Section Concepts and Location Map.

### CONTEXT

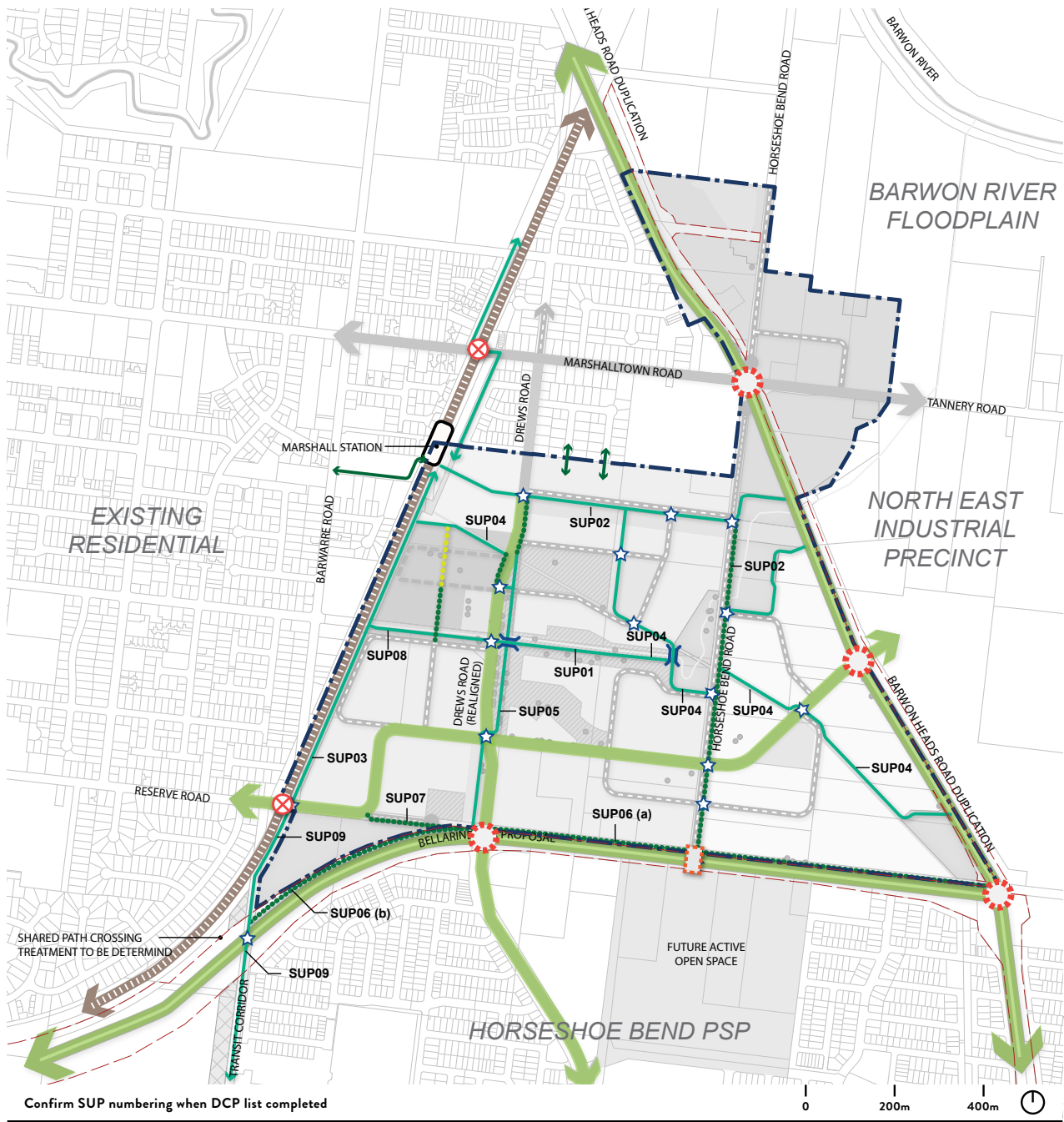
- Precinct Boundary
- Railway and Station

### MOVEMENT

- Arterial Road
- Connector Street
- Connector Street (Modified)
- Local Access Street
- Station Precinct Road (Refer to Concept Plan)
- Local Access Street (No Through Road)
- Bus Capable Road
- Bus Access Route to Station

- Road Truncation
- Roundabout
- Potential Roundabout
- Signalised Intersection
- Major Road Project
- Signaled Crossing

# P11. ACTIVE TRANSPORT NETWORK



## KEY

### CONTEXT

- Precinct Boundary
- Railway and Station

### MOVEMENT

- On-Road Bike Lanes
- Off-Road 3m Shared Path

- Shared Path within Road Reserve (Refer to Cross Sections)
- Pedestrian Street (Detailed Design to be resolved in UDF)
- Proposed Pedestrian Access from Outside of Precinct
- Signalised Intersection
- Pedestrian Signal
- Rail Level Crossing
- Major Road Project
- Shared Path Bridge
- Shared Path Crossing (pedestrian and cyclist priority treatment to be provided)

## 3.5 INTEGRATED WATER MANAGEMENT

### REQUIREMENTS

#### R55

All lots must be connected to a reticulated recycled water system to provide for the supply of recycled water from a suitable scheme for toilet flushing and garden watering.

#### R56

The storm water management system must be designed in accordance with [Plan 12 Integrated Water Management](#) and the *Marshall Stormwater Management Strategy, December 2022*, to meet the following:

- Ensure safe development at 1% Average Exceedance Probability (AEP).
- Ensure that developed conditions do not increase predeveloped flow rates.
- Appropriate crossings of arterial and connector roads.
- Overland flow paths and piping within road reserves connected and integrated across property/parcel boundaries.
- City freeboard requirements for overland flow paths will be adequately contained within the road reserves.
- Appropriately sized and located wetland and sediment treatment basins.
- Appropriate catchment wide management, handling flows entering Marshall Precinct and ensuring no detrimental downstream impacts between Marshall Precinct and Barwon River.
- Include WSUD options to retain water in the streetscape with emphasis on blue and green infrastructure to be incorporated.
- Appropriate integration with open space, areas of conservation, existing infrastructure and the existing stormwater network.
- Provision of appropriate infrastructure between the precinct, Barwon River and Sparrovale-Nubitj yoorree Wetlands, to ensure changes to flow and quality conditions, including erosion risk, flood damage, loss of environmental habitat, access and legal rights to assets, and ensuring all associated permits are managed and mitigated.

To the satisfaction of the Responsible Authority.

#### R57

Stormwater conveyance and treatment must be designed in accordance with the *Marshall Stormwater Management Strategy, December 2022*, to the satisfaction of the Responsible Authority.

#### R58

The final layout and design of stormwater infrastructure including but not limited to; constructed waterways, wetlands, retarding basins, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be designed to the satisfaction of the Responsible Authority and include appropriate measures to mitigate the risk of erosion.

#### R59

Stormwater runoff from the development must meet or exceed the performance objectives of the *Best Practice Environmental Management Guidelines for Urban Stormwater Management* (1999) and the *Urban stormwater management guidance* (2021) prior to discharge to receiving waterways as outlined on [Plan 12 Integrated Water Management](#), unless otherwise approved by the Responsible Authority.

#### R60

Water use efficiency must be optimised in the design of streets and open spaces through passive hydrology methods with the landscape (topography, natural overland flow paths) to ensure the long-term viability of vegetation.

#### R61

Street trees and canopy trees within open spaces and car parking areas at street level must be passively irrigated through an appropriate WSUD solution.

## R62

---

Development must comply with the relevant and up to date drainage and integrated water management policies and strategies implemented by the Responsible Authority, including any approved region-wide integrated water management plan. This includes consideration and provision of the infrastructure required between the precinct and the respective receiving water bodies, to ensure appropriate actions are taken to minimise and manage the following:

- Erosion risk to the drainage channel between the precinct and Barwon River.
- Flood damage to council infrastructure and private property from changed flow conditions across property boundaries.
- Loss of environmental habitat.
- Access and legal rights over drainage easements for management and maintenance.
- Permits from the Corangamite Catchment Management Authority for formal discharge into the designated waterway.

## R63

---

Stormwater conveyance and treatment must ensure impacts to native vegetation and conservation reserves are avoided. Natural or pre-development hydrological patterns must be maintained in these areas and urban development catchments close to these areas, through alternative water management techniques, such as collecting localised stormwater for native hydrology, to ensure that pre development conditions are maintained or improved within these areas.

## R64

---

The stormwater system must be designed to improve habitat conditions for native fauna by:

- Creating appropriate hydrology for retaining wetlands within the landscape, and improving habitat for native wildlife such as Growling Grass Frogs and Latham's Snipe, in accordance with *Growling Grass Frog Habitat Design Standards, March 2017*;

- Creating wetlands and biobasins which are constructed early in the development process to ensure flows are managed and treated appropriately prior to discharge throughout the entire life of the development of the Marshall PSP;
- Developing hydrological regimes that maintain fauna habitats (e.g. supporting aquatic vegetation, semi-aquatic vegetation, as well as terrestrial vegetation), encourage native fish passage, and provide a suitable hydrological regime to manage pest animals. This can include periods of drying to kill predatory exotic fish such as Eastern Gambusia.
- Designing wetlands (and possibly water treatment facilities such as the retarding basins/biobasins) to be connected through a series of ponds, and to incorporate desirable and varied water depths and habitat variability (including swales which may be preferred by Latham's Snipe);
- Designing hydraulic structures consistent with *Growling Grass Frog Crossing Design Standards (DELWP, 2017)*.

## R65

---

Stormwater assets required by arterial road and rail construction projects must be located in a manner that can facilitate co-location of drainage assets in accordance with the *Marshall Stormwater Management Strategy, December 2022*, and to the satisfaction of the Responsible Authority.

## R66

---

Any stormwater infrastructure constructed adjacent to or crossing the main outfall sewerage pipeline must be provided to the satisfaction of Barwon Water.

## R67

---

Any stormwater infrastructure constructed adjacent to or crossing the 40 metre wide electricity transmission line easement must be provided to the satisfaction of AusNet Services. Any permitted tree and shrub planting on the easement must be consistent with AusNet Services 'AusNet Services - Your guide to planting near electricity lines'.

## 3.5 INTEGRATED WATER MANAGEMENT

### REQUIREMENTS

#### R68

Development staging and sequencing must provide for the timely and coordinated delivery of ultimate waterway and drainage infrastructure, including stormwater quality treatment, in accordance with the drainage staging requirements of [Table 9 Precinct Infrastructure Plan](#) and the *Marshall Stormwater Management Strategy, December 2022*, in a manner that facilitates development of adjacent land holdings.

#### R69

Where [R68](#) is demonstrated to not be practically possible, and subject to [R121](#), development proposals must demonstrate how any interim solution manages and treats storm water generated from the development and how this will enable delivery of the ultimate drainage solution. Interim drainage infrastructure will be limited to works that form part of the ultimate solution (e.g. partial construction of a basin).

Any temporary outfalls reliant on adjacent land holdings will not be considered unless the applicant obtains prior written approval from the adjacent landowner to utilise the land for drainage purposes. Temporary solutions must not be located on future public land.

Maintenance of any approved temporary outfalls must be the sole responsibility of the developer and have an agreement in place permitting appropriate maintenance, removal and returning of the site to appropriate conditions.

All to the satisfaction of the Responsible Authority.

#### R70

An Integrated Water Management Plan must be provided at the planning permit application stage and demonstrate:

- Building scale capture and reuse, street level amenity improvement through reduction of heat island effect (increased greening and tree canopy) and slowing runoff, cleaning and reuse where appropriate.

#### R71

The Integrated Water Management Plan submitted as part of the application must:

- Assess the existing surface and subsurface drainage conditions on the site;
- Nominate the location, type and surface area (m2) of proposed WSUD treatment systems, including how each internal sub-catchment area is to be treated and connected to a WSUD element, e.g. road surfaces to passively irrigate open space/street trees, and/or treated via tree pits, biofilters, wetlands;
- Include modelling of all IWM and WSUD infrastructure, including a summary of model parameters used, justification where appropriate and results, as well as a copy of all MUSIC model files (\*.sqz) with corresponding MUSIC Auditor reports showing compliance to BPEM targets;
- Include a Construction Environment Management Plan that addresses the recommendations from the report: *Fauna Surveys, Marshall Precinct Plan Area, Marshall, Version B, May 2022*;
- Provide an Asset Maintenance Plan for IWM/WSUD infrastructure that includes 'as constructed' asset design elements/components, maintenance frequency and actions required to maintain assets in good operational order for the expected life of the asset, including inspection checklists for maintenance.

The Asset Maintenance Plan must outline:

- works, including temporary outfall provisions, to the satisfaction of the Responsible Authority;
- how the design of all assets takes into consideration maintenance and access requirements and seeks to minimise ongoing maintenance and operating needs and costs; and
- how the assets will be maintained and protected during the construction delivery phase and defects liability period prior to practical completion and asset handover.

#### R72

The design and construction of the Main Drain North and Main Drain South must not impact native vegetation within conservation reserves. The construction of both Main Drains must be within the road reserve and avoid conservation reserve areas.

## GUIDELINES

### G31

---

The layout and design of waterways, wetlands and retarding basins (including the design of paths, bridges and boardwalks, and the stormwater drainage system) should integrate with biodiversity and natural systems to the satisfaction of relevant authorities.

### G32

---

Drainage and stormwater assets should be designed and incorporated into the overall street or path network as a visual feature and complement and build on the existing landscape features of the precinct to the satisfaction of the Responsible Authority.

### G33

---

Where practical, and where primary waterway, open space and conservation functions are not adversely affected, IWM initiatives should be co-located with the precinct open space network.

### G34

---

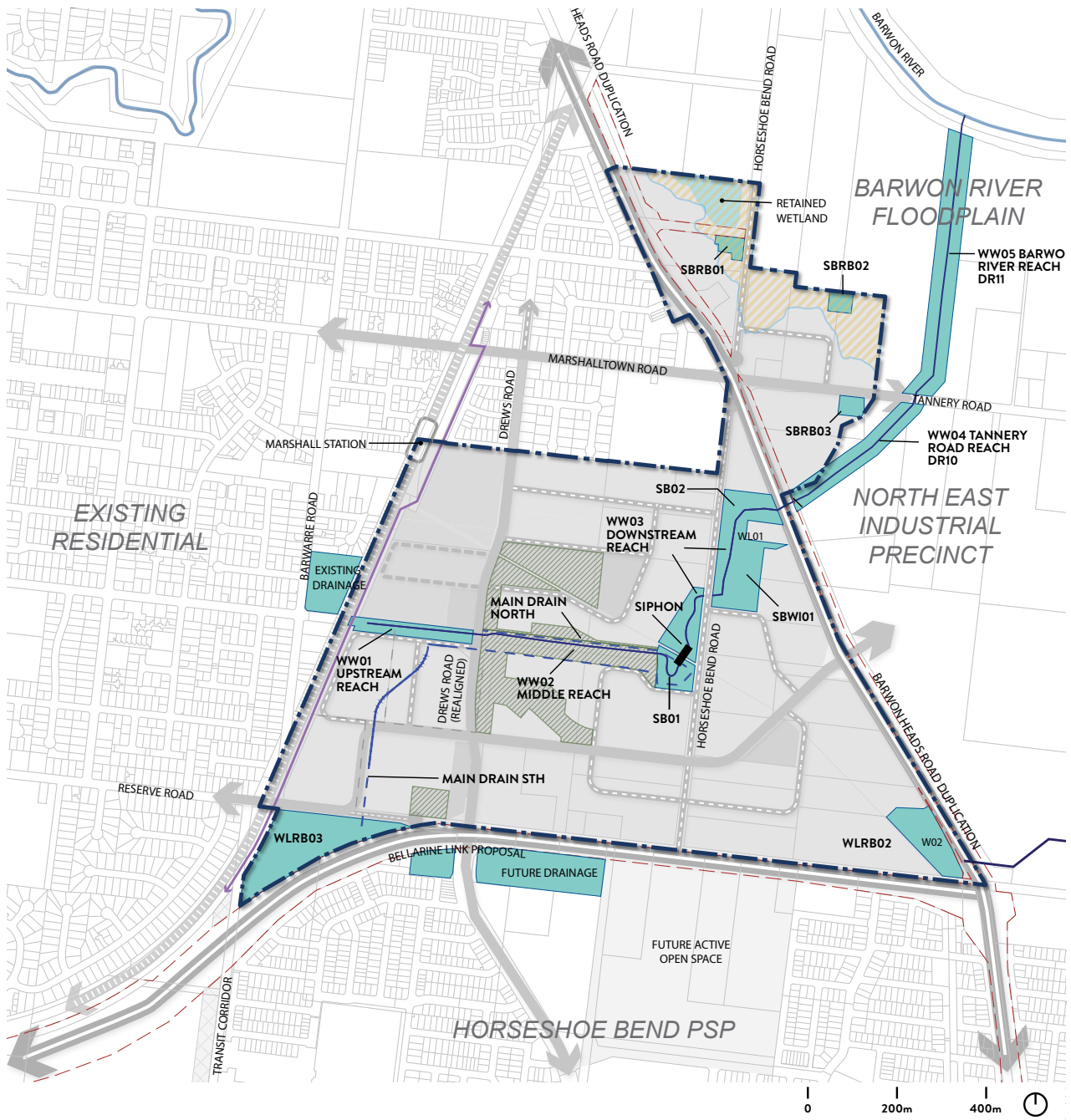
Streets are the primary interface between development and waterways /waterbodies. Public open space and lots with a direct frontage may be provided as a minor component of the waterway interface only where necessary for logical subdivision design. Where lots with direct frontage are provided, a set back up to 5.0 metres from the waterway corridor is recommended to provide pedestrian and service vehicle access to those lots, to the satisfaction of the Responsible Authority.

## T5. INTEGRATED WATER MANAGEMENT ASSET SUMMARY

ASSET ID	ASSET TYPE	AREA (HA)
WLRB03	Sediment Pond, Wetland and Retarding Basin	2.90
WW01 Upstream Reach	Constructed Waterway	0.824
WW02 Middle Reach	Marshall Creek (Middle Reach)	1.16
SB01	Sediment Basin	0.61
WW03 Downstream Reach (upstream of Horseshoe Bend Road)	Constructed Waterway	0.87
WW03 Downstream Reach (downstream of Horseshoe Bend Road, upstream of Barwon Heads Road)	Constructed Waterway	1.43
WL01	Wetland	0.94
SBWL01	Sediment Basin and Wetland	0.23
SB02	Sediment Basin	0.36
WW04 Tannery Road Reach	Constructed Waterway	1.55
WW05 Barwon River Reach	Constructed Waterway	3.25
SBRB01	Sediment Pond and Retarding Basin	0.24
SBRB02	Sediment Pond and Retarding Basin	0.23
SBRB03	Sediment Pond and Retarding Basin	0.22
WLRB02	Sediment Pond, Wetland and Retarding Basin	1.22
WW06 Sparrovale – Nubijt yooree Wetlands Reach	Constructed Waterway	n/a
Main Drain North	Main Drain	n/a
Main Drain South	Main Drain	n/a
Siphon	Siphon under Main Outfall Sewer	n/a

The City of Greater Geelong is the Responsible Authority for all assets in Table 5.  
 \* land area figures in Table 5 as per *Marshall Stormwater Management Strategy, December 2022*.



## P12. INTEGRATED WATER MANAGEMENT








### KEY

**Note:** While both main drain north and south are shown located in conservation area, these will ultimately be located in future road reserves.

### CONTEXT

-  Precinct Boundary
-  Railway and Station

### INTEGRATED WATER MANAGEMENT

-  Flood Overlay
-  Drainage Asset
-  Proposed Main Drain - Indicative Location
-  Waterway/Drainage Line
-  Existing Water Pipe

## 3.6 CLIMATE RESILIENT COMMUNITIES

### URBAN HEAT & TREE CANOPY COVER REQUIREMENTS

#### R73

---

Trees nominated to be retained in the NVPP must be retained within open spaces, road reservations or other public space with Tree Protection Zones accommodated in accordance with AS 4970-2009.

#### R74

---

A development and/or subdivision application must demonstrate that the requirements of [Section 4.4 Canopy Cover and Tree Species List](#) are met. The canopy cover requirements are calculated as per [Section 4.4.1 Canopy Cover Targets and Calculations](#). [Section 4.4.2](#) outlines the Marshall Structure Plan Tree Species List.

#### R75

---

All trees planted in the conservation areas must be indigenous to the region and the location of planting must have regard to the habitat needs of indigenous fauna.

#### R76

---

Street designs must maximise the provision of structural soil areas for tree growth generally in accordance with the Street Cross Sections contained in [Section 4.3 Road Design Characteristics and Cross Sections](#).

#### R77

---

Trees with a mature canopy diameter greater than 12m must use a bioretention swale with permeable paved surface.

## URBAN HEAT & TREE CANOPY COVER GUIDELINES

### G35

---

Tree species selection should be varied and based on the specimen's ability to easily establish and achieve their genetic potential in the local climate.

### G36

---

Tree species utilised on roads adjacent the conservation areas should support and enhance the biodiversity values of the conservation areas.

### G37

---

Tree planting should be located to maximise shade on paved surfaces.

### G38

---

Feature street trees should be selected where appropriate to serve as local landmarks and to add definition to key nodes, activity centre, park frontages, and key intersections and entrances.

### G39

---

As per [Section 4.3 Road Design Characteristics and Cross Sections](#), tree planting should form part of the raised verge and footpath or have adequate collision impact barriers to reduce likelihood of tree damage.

## 3.6 CLIMATE RESILIENT COMMUNITIES

### BUSHFIRE RESILIENCE REQUIREMENTS

#### R78

Where a lot capable of accommodating a dwelling is adjacent to a bushfire hazard area identified on [Plan 13 Bushfire Classifications](#), a suitable road must be provided between the hazard area and the lot on which the dwelling may be developed, to the satisfaction of the Responsible Authority.

#### R79

All roads and streets within the precinct are to provide suitable access for FRV and CFA fire response vehicles.

Residential subdivision adjacent to the bushfire hazard areas shown on [Plan 13 Bushfire Classifications](#) must provide safe egress routes away from the fire hazard area to the satisfaction of the Responsible Authority and the CFA.

#### R80

If fencing is proposed as part of a development application within the Commercial 2/Bulky Goods area, bushfire resistant timber or other bushfire resistant materials must be used in the construction of those fences.

### BUSHFIRE RESILIENCE GUIDELINES

#### G40

Where residential land adjoins a bushfire threat area as shown on [Plan 13 Bushfire Classifications](#) the required separation distances specified in AS3959-2009 should be achieved by:

- widening the identified road cross section in the PSP to provide for larger nature strips and/or
- incorporating larger front or side setbacks

Fuel path disruptions such as roads and paths should be utilised to reduce the need for setbacks within privately owned residential lots.

#### G41

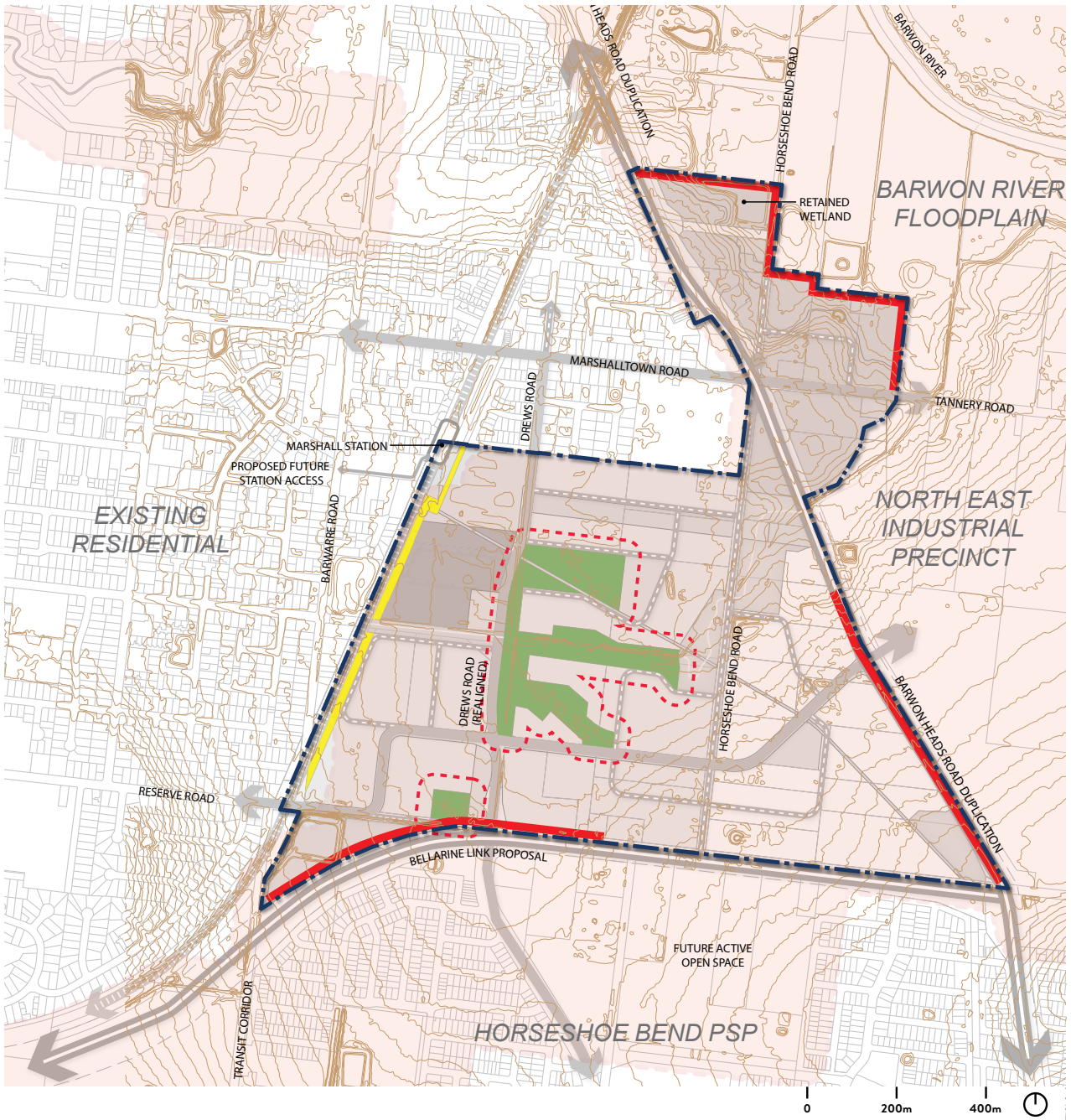
Landscape design and plant selection in open spaces, including waterways and drainage corridors should not increase bushfire risk.

#### G42

Fire wise tree species as determined by the CFA guidelines *Landscaping for Bushfire: Garden Design and Plant Selection* (June 2021 or as amended) should be selected for planting.


**Note:** Bushfire Resilience Requirements and Guidelines are subject to review as development progresses, where reliably low threat or non-vegetated areas will be created. This will result in large parts of the precinct being able to be excised from the Bushfire Prone Area (BPA). DEECA review and excise areas from the BPA approximately every 6 months, particularly in growth areas where the hazard will be removed as urban development occurs. Land becomes eligible for excision from the BPA if it satisfies state-wide hazard mapping criteria.

# P13. BUSHFIRE CLASSIFICATIONS








## KEY

### CONTEXT

-  Precinct Boundary
-  Railway and Station
-  Contours 0.5m

### BUSHFIRE THREATS

-  Bushfire Prone Area
-  33m Dwelling Setback from Conservation Area (Subject to Detailed Assessment at Subdivision and/or Development Stage).
-  19m Dwelling Setback from Grassland Area
-  Conservation Reserve
-  Barwon Water Easement. Bushfire Threat to be Reviewed at Subdivision.

## T6. VEGETATION CLASSIFICATION OF BUSHFIRE HAZARD AREAS AND SETBACKS FOR HABITABLE BUILDINGS TO ACHIEVE BAL 12.5.

VEGETATION CLASSIFICATION (AS3959:2018)	DWELLING-VEGETATION SETBACK DISTANCE (DEFENDABLE SPACE)
Grassland	19m
Woodland	33m

## T7. VEGETATION CLASSIFICATION CRITERIA AS PER AS3959 2018

AS 3959 categories vegetation on the basis of its ability to contribute to bushfire spread or intensity. Vegetation classifications relevant to the Marshall Precinct are described in the table below. Vegetation is classified on the basis of its structure and composition at maturity.

CLASSIFICATION	APPLICABLE CRITERIA
Low threat vegetation (excluded from BAL assessment)	<p>To classify vegetation as exempt, there must be an assurance that the vegetation will continue to be managed in its low-threat state into perpetuity. Vegetation categories exempt from BAL assessments are:</p> <ul style="list-style-type: none"> <li>(a) Vegetation of any type that is more than 100m from the site</li> <li>(b) Single areas of vegetation less than 1 ha in area and not within 100m of other areas of vegetation being classified vegetation.</li> <li>(c) Multiple areas of vegetation less than 0.25ha in area and not within 20m of the site, or each other or of other areas of vegetation being classified vegetation.</li> <li>(d) Strips of vegetation less than 20m in width (measured perpendicular to the evaluation exposed to the strip of vegetation) regardless of length and not within 20m of the site or each other, or other areas of vegetation being classified vegetation.</li> <li>(e) Non-vegetated areas, that is, areas permanently cleared of vegetation including waterways, exposed beaches, roads, footpaths, buildings and rocky outcrops.</li> <li>(f) Vegetation regarded as low threat due to factors such flammability, moisture content or fuel load. This includes grassland managed in a minimal fuel condition, mangroves and other saline wetlands, maintained lawns, golf courses (such as playing areas and fairways), maintained public reserves and parklands, sporting fields, vineyards, banana plantations, orchards, market gardens (and other non-curing crops), cultivated gardens, commercial nurseries, nature strips and windbreaks.</li> </ul> <p><b>Notes:</b></p> <ol style="list-style-type: none"> <li>1. Minimal fuel condition means there is insufficient fuel available to significantly increase the severity of the bushfire attack (recognizable as short cropped grass for example to a nominal height of 100mm)</li> <li>2. A windbreak is considered a single row of trees used as a screen or to reduce the effect of wind on the leeward side of the trees</li> </ol>
Woodland	Trees 10m to 30m high; 10% to 30% foliage cover dominated by eucalypts and/or Callitris with a prominent grassy understorey. May contain isolated shrubs.
Grassland	<p>All forms (except tussock moorlands), including situations with shrubs and trees, if the overstorey foliage cover is less than 10%. Includes pasture and cropland. Note that grassland managed in minimal fuel conditions and non-curing crops are regarded as low threat vegetation for the purpose of Clause 2.2.3.2 (AS3959)</p> <p>Forms: Open Woodland/Low Open Woodland/Open Shrubland/Low Open Shrubland/ Hummock Grassland/Closed Tussock Grassland/Tussock Grassland/Open Tussock/Sparse Open Tussock/Dense Sown Pasture/Sown Pasture/Open Herbfield/Sparse Open Herbfield.</p>

**Note:** for the purposes of the PSP 'site' in item (a) means the building facade or building envelope.

## 3.7 CIRCULAR ECONOMY

### REQUIREMENTS

#### R81

Prior to the certification of a plan of subdivision for the first stage of subdivision, the permit holder must demonstrate, through ISCA Materials Calculator 2.1 or another life cycle assessment tool such as eTool or similar, how the subdivision addresses resource recovery and recycling, minimises levels of embodied carbon in construction materials, encourages a whole-of-lifecycle approach, and supports a carbon neutral neighbourhood by:

- Retention of existing built form or other infrastructure where reuse is feasible;
- Increasing the recycled content of road materials, including road base;
- Reducing the amount of embodied carbon in road construction;
- Increasing the use of recycled content in any concrete and pipes used;
- Reducing the amount of embodied carbon in any cement and aggregates used;
- Significantly reducing the amount of embodied carbon in any pipes;
- The selection of street furniture with high levels of recycled content;
- The use of locally sourced materials, particularly the use of local materials for road base;
- Avoiding the use of timber which is not certified by the Forest Stewardship Council or Program for the Endorsement of Forest Certification; and
- Use of materials that are certified low volatile organic compound.

#### R82

Prior to the certification of a plan of subdivision for the first stage of subdivision, the permit holder must provide a Construction & Environmental Management Plan which:

- Demonstrates the steps being taken to reduce emissions from construction activities
- Demonstrates the proposed management and recycling of construction waste in a manner which maximises resource recovery and recycling during construction phase, minimises levels of embodied carbon within construction materials, and encourages a whole-of-lifecycle approach.

## 3.8 EMPLOYMENT, RETAIL AND COMMUNITY FACILITIES

### EMPLOYMENT & RETAIL REQUIREMENTS

#### R83

A small scale, convenience style Local Activity Centre is provided, which must:

- Be located within the Station Precinct.
- Comply with [Section 4.2 Station Precinct Urban Design Framework Requirements and Guidelines](#).
- Permit a maximum as of right of 2,750 sqm of retail floor space that includes no more than 2,000 sqm for a supermarket and the balance for specialty shops and food and drink premises. An application that proposes to exceed the floor space maximum of 2,750 sqm must be supported by an Economic Impact Assessment that responds to Clause 17.02-1L. Council may waive the requirement for the submission of an Economic Impact Assessment where the development is for a shop use (excluding supermarket) that results in the development exceeding the maximum retail floor space for the Local Activity Centre of 2,750 sqm.
- Support up to 2,250 sqm of non-retail uses (excluding residential) including a mix of small-scale office, medical, gym, childcare uses, etc.
- Provide a maximum overall Local Activity Centre floor area of no more than 5,000 sqm.
- Support ground level retail co-location with high density residential development in a Main Street structure that provides for activated street frontages, prioritises pedestrian connections, facilitates diverse architecture and provides on-street parking in discrete locations.
- Demonstrate the relationship and connectivity of the Centre with co-located and surrounding land uses, including the train station and open space.
- Not permit electronic gaming machines.
- Provide all car parking and loading facilities to all commercial building at the rear so as to present an attractive address to the street.
- Ensure all goods and materials, storage areas and refuse areas are not visible from public areas, including open space and street sightlines.

To the satisfaction of the Responsible Authority.

#### R84

A Commercial/Bulky Goods Area is provided east of Barwon Heads Road that supports development which must:

- Be consistent with the general requirements of the Planning Scheme "Commercial 2" zone.
- Provide appropriate crossovers and connections onto Barwon Heads Road and to remove redundant vehicle crossings.
- Provide a logical local street network that prioritises connections on to Tannery Road, Horseshoe Bend Road (north of Tannery Road) and the new access road constructed as part of the Barwon Heads Road duplication project, as well as considering the proposed and existing connections into the North East Industrial Precinct.
- Comply with the Planning Scheme requirements for the existing Floodway Overlay.
- Require all buildings to be located at the front of any site to present an attractive address to Barwon Heads Road and Tannery Road.
- Require most car parking and all loading facilities to be located at the rear of any buildings to present an attractive address to Barwon Heads Road and Tannery Road.
- Require a minimum landscaped of five metres to provide an attractive and integrated interface with Barwon Heads Road and Tannery Road.
- Require all goods and materials, storage areas and refuse areas to not be visible from street sightlines.
- Comply with the Sustainability Management Plan at [R17](#) and [G8](#).

To the satisfaction of the Responsible Authority.

#### R85

With respect to the Commercial/Bulky Goods Area west of Barwon Heads Road (i.e., 25 Horseshoe Bend Road, PSP Property ID 20 as per [Plan 6](#)), development must:

- Comply with all of the relevant requirements in [R92](#).
- Avoid permitting direct access onto Horseshoe Bend Road from Barwon Heads Road; and,

- if vehicle access from Horseshoe Bend Road is proposed, ensure vehicles are unable to continue through to Barwon Heads Road; and,
- Vehicle access from the property must be accompanied by a Transport Impact Assessment and subject to further review and approved by the Head, Transport for Victoria and Council.
- Provide vegetated screening, or other acoustic screening to the satisfaction of the Responsible Authority, along Horseshoe Bend Road that reduces noise and light pollution to a level that is appropriate with a residential interface.

#### R86

---

Any development proposed within the Commercial / Bulky Goods Area requires the preparation of a Concept Plan which must:

- Address the recommendations of the Commercial/Bulky Goods
- Area Development Guidelines ([G53](#)).
- Address appropriate access and interface with Barwon Heads Road and Tannery Road.
- Demonstrate suitable connections and integration with surrounding lots and land uses.
- Demonstrate appropriate access management outcomes for all modes of transport.
- Demonstrate suitable connections toward and integrating with Barwon River, and all land between the development and the river.
- Provides land uses that do not compromise the function of existing surrounding land uses, including those within the North East Industrial Precinct.
- Complies with all other relevant requirements of the PSP.

To the satisfaction of the Responsible Authority.

#### R87

---

The location of land uses, building design, and interface treatment in the commercial and Station Precinct areas shown on [Plan 5 Future Urban Structure](#), must ensure there are no negative impacts on the amenity of nearby residential areas.

#### R88

---

Key locations including arterial and connector intersections or areas adjacent to the open space network must incorporate features of interest into the built form and surrounding landscape, including:

- Variations in built form elements (such as building heights, use of parapets, awnings, shade structures, balconies, and roof elements).
- Articulation of building facades.
- Feature colours and materials.

#### R89

---

The local convenience centre within the Station Precinct must:

- Provide for a range of tenancies suitable for a mix of local convenience retail, health, community and other services to meet local needs.
- Have a minimum built form of two-storeys or co-location with residential dwellings at two to five storeys, and ensure that all buildings are well articulated and of a high-quality urban design as per the requirements and guidelines in [Section 4.2 Station Precinct Urban Design Framework Requirements and Guidelines](#).

#### R90

---

Any application for subdivision or development of non-residential (commercial) or mixed-use buildings must commit to the use of a best practice environmental performance rating tool, such as a Green Star Buildings rating of 5 stars, or an equivalent rating achieved through a similar tool.

In the case of subdivision, this tool must be applied as a restriction on the relevant plan of subdivision.

In the case of development:

- commitment to use of the relevant best practice environmental performance rating tool must be submitted prior to a planning permit being granted; and
- a certificate from the relevant best practice environmental performance rating tool must be submitted prior to the commencement of works,

To the satisfaction of the Responsible Authority.

## 3.8 EMPLOYMENT, RETAIL AND COMMUNITY FACILITIES

### EMPLOYMENT & RETAIL GUIDELINES

#### G43

It is recommended that the Commercial /Bulky Goods Area facilitates:

- Buildings that address (in order of priority where a lot fronts multiple elements):
  - Arterial Roads
  - Waterways and public open space
  - Connector Roads
  - Local roads
- Subdivision that provides for the creation of a range of lot sizes to cater for a diversity of commercial uses.
- All development adjacent to or fronting existing or proposed residential dwellings to ensure an appropriate interface by not providing loading access, reducing the size of fencing, and ensuring the location of storage and service items is not visible from residential areas.
- Ancillary offices to be located at the front of buildings; may include a facade addressing the street frontage of the lot; and provide for improved pedestrian access and engagement with the public domain.
- Any visitor car parking and access areas in the front setback area to be setback a minimum of 3m from the street frontage to enable provision of sufficient landscape strips at the street frontage. All vehicles may be able to enter/exit the site in a forward direction.
- Where fencing is required forward of building lines and along public streets, it may be visually permeable and not greater than 1.2 metres in height.
- Buildings to be designed with an integrated appearance so as to avoid the appearance of clutter.
- Any expanse of continuous wall visible to the street to have appropriate articulation, landscaping and other elements to provide relief and visual interest.
- A consistent landscaping theme to be developed along streets and access ways. Variations in street tree species may be used to create visual cues in appropriate locations such as at the termination of view lines and parks.
- Streets to be aligned to create views and direct connections to open spaces and waterways.
- Water tanks, service infrastructure and other structures (including plant and equipment) that are not part of the building to be located behind the building line or, where this is not possible, behind constructed screening using durable and attractive materials.(including plant and equipment) that are not part of the building to be located behind the building line or, where this is not possible, behind constructed screening using durable and attractive materials.

## COMMUNITY FACILITIES REQUIREMENTS

### R91

Access to schools and facilities to the immediate west in Grovedale and the immediate south in Horseshoe Bend Precinct Structure Plan must be easily accessible with a minimum of two safely accessible pedestrian and cycling crossings at the proposed Bellarine Link Road and three safely accessible pedestrian and cycling crossings at the Geelong to Waurin Ponds Rail line, including at Marshall Train Station.

## COMMUNITY FACILITIES GUIDELINES

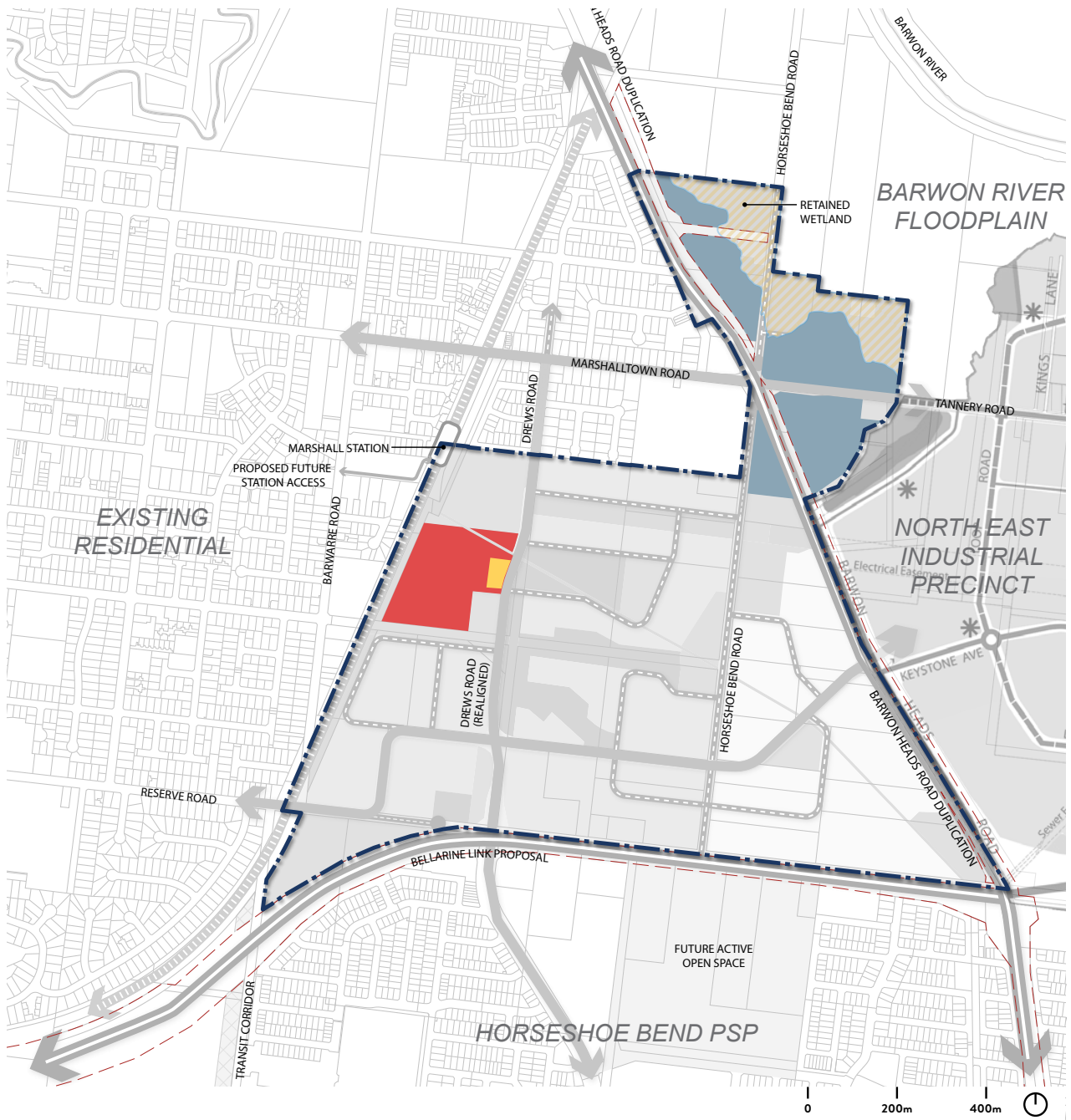
### G44

Community facilities should be located within the Station Precinct or within the 800-metre walking catchment of the Train Station, if it is located adjacent to the open space network.

## T8. ANTICIPATED EMPLOYMENT CREATION IN THE PRECINCT




LAND USE	MEASURE	JOBS	QTY IN PRECINCT	ESTIMATE JOBS
Station Precinct Retail	Jobs/100 m2	1	2,750m2	27
Commercial/Bulky Goods Area	Jobs/Ha	20	9.9 Ha	198
Home Based Business	Jobs/dwelling	0.1	1,555+ dwellings	155
<b>TOTAL</b>				<b>380</b>

# P14. EMPLOYMENT, RETAIL AND COMMUNITY FACILITIES






## KEY

### CONTEXT

-  Precinct Boundary
-  Railway and Station
-  Flood Overlay

### EMPLOYMENT, RETAIL AND COMMUNITY

-  Station Precinct (Mixed Use)
-  Commercial/Bulky Goods
-  Potential Community Centre

## 3.9 ENERGY AND TECHNOLOGY

### SUSTAINABLE ENERGY & ZERO CARBON REQUIREMENTS

#### R92

Trunk services are to be placed along the alignments shown on [Plan 15 Utility Services](#), subject to any refinements as advised by the relevant servicing authorities.

#### R93

All lots must be provided with potable water, recycled water, electricity, reticulated sewerage, drainage and telecommunications to the satisfaction of the relevant servicing authority.

#### R94

Any subdivision and/or development within the PSP must not connect to any existing or future reticulated gas networks.

#### R95

Infrastructure in the precinct must be designed to support delivery of a carbon neutral neighbourhood. Infrastructure required to support renewable energy generation within the precinct must be shown on relevant plans, as applicable.

#### R96

An application to use or subdivide land or construct a building or construct or carry out works must be accompanied by a Zero Carbon Operational Energy Plan which addresses the following, to the satisfaction of the Responsible Authority:

- How the precincts layout, infrastructure and / or buildings are designed to deliver an all electric precinct;
- Infrastructure and mechanisms (such as solar panels, embedded networks, PPAs etc) proposed to ensure development within the precinct is zero carbon in operation; and
- Infrastructure proposed to manage and monitor energy loads (e.g. load management systems, community batteries etc).

#### R97

Prior to certification, functional layout plans of the road network (plans and road cross sections) submitted must show the location of:

- Underground services
- Driveways/ crossovers
- Shared, pedestrian and bicycle paths
- Streetlights and
- Street trees.

The design and placement of utilities and services must be generally in accordance with the PSP and demonstrate how the relevant requirements and guidelines from Chapter 3.6.1 Urban Heat and Canopy Cover are met. The cross sections must nominate above and below ground placement of services, streetlights and trees.

#### R98

All subdivision permit applications must identify above ground utilities (such as electricity substations, kiosk and sewer pumps) to ensure effective integration with the surrounding neighbourhood and landscape and to minimise impact on amenity. All to the satisfaction of the Responsible Authority and relevant authorities.

#### R99

Delivery of underground services must be coordinated, located, and bundled (utilising common trenching) to facilitate the planting of trees (ensuring 25% tree canopy coverage in streets) and other vegetation within road verges, including the appropriate timing of services within the proposed road reserves for the Bellarine Link Road construction project and the construction of intersections with respect to these two projects. Common trenching must be set to a minimum depth of 800mm for power to allow for the nominated 600mm root place depth for trees (AS4970-2009).

## 3.9 ENERGY AND TECHNOLOGY

### SUSTAINABLE ENERGY & ZERO CARBON REQUIREMENTS

#### R100

---

Utilities must be placed outside of existing and proposed waterways, open space and conservation areas to the satisfaction of the Responsible Authority.

#### R101

---

All new electricity supply infrastructure (excluding substations and cables of a voltage above 66kV) must be provided underground. Where existing above ground electricity cables of 66kV voltage are retained along roadways and open space areas, underground conduits are to be provided as part of the road upgrade to allow for future under-grounding of the electricity supply, to the satisfaction of the Responsible Authority. Provision of street and path lighting powered by renewable energy, such as solar PV, is encouraged.

#### R102

---

Any utility infrastructure constructed adjacent to or crossing the Barwon Water Main Outfall Sewer Easement or the High Voltage Electricity Easement must:

- Have no impact on the function of the integrity of the easement and its functional infrastructure.
- Adhere to the easement requirements of the Responsible Authority, including crossing at 90 degrees and being engineered to protect the integrity of the easement and its PV functional infrastructure.

#### R103

---

Any plan of subdivision west of Barwon Heads Road must contain a restriction which provides that no dwelling or commercial building can be constructed on any allotment unless the building incorporates dual plumbing for recycled water supply for toilet flushing and garden watering. Any plan of subdivision east of Barwon Heads Road must contain a restriction which provides that no commercial building can be constructed on any allotment unless an appropriate alternative water solution (such as rainwater harvesting) is incorporated.

#### R104

---

Deviation of the Barwon Water Main Outfall Sewer pipeline must occur in the alignment shown on [Plan 15](#). It is to be constructed east toward and across Barwon Heads Road connecting the pump station proposed within the North East Industrial Precinct, then reconnecting to the Main Outfall Sewer south of Barwon Heads Road as a condition of subdivision within the area shown on [Plan 17](#) Development Staging as "K", and be completed before development in this area can commence.

#### R105

---

Where native vegetation is located under overhead powerlines, existing above ground electricity cables must be removed and re-routed underground as part of any subdivision or planning permit (this excludes cables greater than 66kV).

## SUSTAINABLE ENERGY & ZERO CARBONS GUIDELINES

### G45

---

It is recommended that utilities required to be constructed above ground are located outside of street view lines and screened with appropriate vegetation.

### G46

---

Street and other public lighting should utilise cut-off fittings to minimise light spill beyond the required illuminated area.

### G47

---

It is recommended that utility easements are only provided to the rear of lots where there is no practical alternative.

### G48

---

Opportunities for alternative infrastructure and utility delivery models that achieve best practice ESD and support the development of a carbon neutral neighbourhood are encouraged.

### G49

---

Provision of neighbourhood scale renewable energy generation or green energy power purchasing agreements are strongly encouraged as part of the pathway to achieve carbon neutrality. Neighbourhood scale renewable energy generation will be considered as an alternative to the requirement for individual solar PV systems required under the Residential ESD Design Guidelines.

### G50

---

Provision of neighbourhood scale battery storage and virtual power plants for excess renewable energy produced within the precinct is strongly encouraged.

## 3.9 ENERGY AND TECHNOLOGY

### SMART CITIES & DIGITAL CONNECTIVITY REQUIREMENTS

#### R106

Smart city infrastructure (both above and below ground) must respect the primary function and use of the land and passively integrate into the public realm and natural landscape. The infrastructure must not detract from visual amenity of the public realm or inhibit convenient pedestrian and vehicular connections and accessibility.

#### R107

A minimum of 5% of all off-street parking provided for non-residential subdivision or development exceeding 5,000 square metres must have EV charging infrastructure and signage installed. This must be shown on a plan submitted as part of any permit application for subdivision.

Unless otherwise approved in writing by the Responsible Authority, at least 20 percent of all off-street car parking spaces (or a minimum of one space must be capable of supporting the provision of an appropriate moderate speed EV charging outlet. Appropriate EV infrastructure and cabling must be provided to ensure peak demand is managed for example, distribution use metering systems, scalable load management systems, and cable trays or conduit installation.”

#### R108

Public lighting (street and path lighting) must be energy efficient and be powered by renewable energy generation, such as solar PV.

#### R109

All pits and cabinets of utilities in the precinct must have adequate space for Internet of Things (IoT) sensors to the satisfaction of the Responsible Authority and other relevant authorities.

#### R110

In and above ground parking sensors must be provided for parking bays in the activity centre to help inform demand responsive pricing and provide information on real time availability.

### SUSTAINABLE ENERGY & ZERO CARBONS GUIDELINES

#### G51

Infrastructure, including smart city infrastructure, should be serviced by in situ renewable energy generation and storage, such as solar PV and batteries, where possible.

#### G52

Where possible telecommunications conduits should be collocated with other utility infrastructure, such as electricity, to optimise use of underground space.

#### G53

Smart streetlights are encouraged to include sensors which allow lights to change their schedule in the event of cloud cover or other cause of darkness.

#### G54

Smart furniture assets, including but not limited to smart bins, and benches are encouraged in the activity centre, high-use thoroughfares and open spaces.

#### G55

Road design, line markings, traffic signs and other road infrastructure should, where practical meet best practice standards for autonomous vehicles including shuttle services.

#### G56

Aesthetic choices in surrounds including pavements and landscaping should use contrasting patterns to assist vision impaired easily navigate the area, aid computer vision, and provide future opportunity for autonomous vehicles to easily navigate the area.

#### G57

Pits and cabinets of utilities should have Internet of Things (IoT) sensors to monitor performance of utilities and detect unauthorised activities.

P15. UTILITY SERVICE



KEY

CONTEXT

Railway and Station

ELECTRICITY

Existing High Voltage Electrical  
 Existing Electrical

WATER

Existing Water Main  
 Proposed Water Main  
 Existing Recycled Water Main  
 Proposed Recycled Water Main

SEWER

Sewer Easement and Existing Sewer Main  
 Proposed Sewer Main

GAS

Existing Gas Main  
 Proposed Gas Main

NBM

Existing Copper Communications  
 Future NBN Service to be Provided

## 3.10 DELIVERY

### 3.10.1 PRECINCT INFRASTRUCTURE

The infrastructure and services required to meet the need of the proposed development within the precinct is set out at [Table 9 Precinct Infrastructure Plan](#).

---

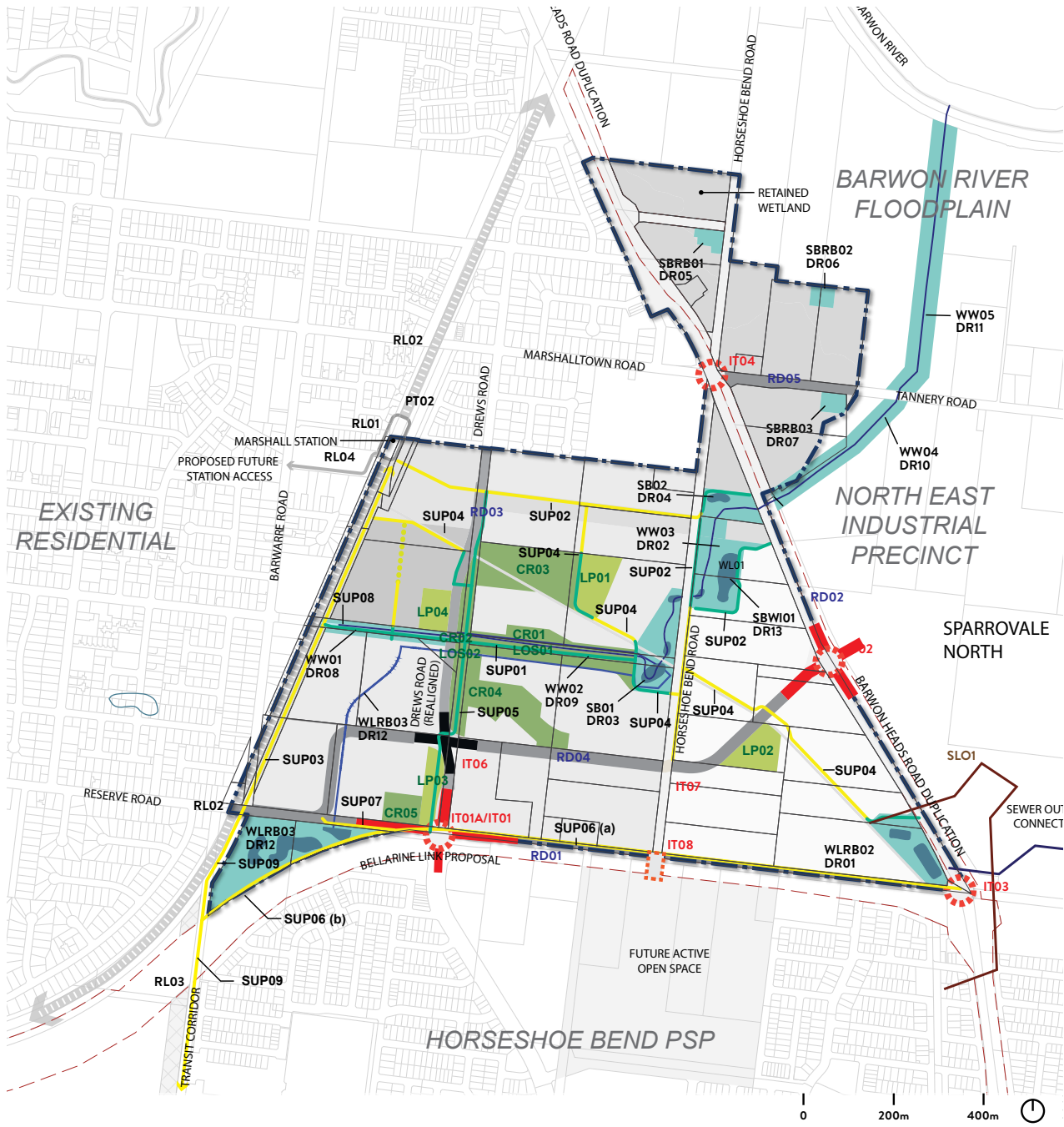
#### REQUIREMENTS

##### R111

---

Utilities and other infrastructure must avoid traversing conservation areas identified in [Plan 9 Native Vegetation Precinct Plan](#).

# P16. PRECINCT INFRASTRUCTURE PLAN



## KEY

### CONTEXT

- Precinct Boundary
- Railway and Station

### INFRASTRUCTURE - DCP ITEMS

- Proposed Main Drain (Approximate Alignment Only)
- Asset Footprint
- Connector East West
- Connect North South
- Drainage Reserve
- Unencumbered Open Space

- Conversation Reserve
- Shared Paths - DCP items
- Shared Paths - Not DCP items
- DCP Intersections signalled
- DCP Intersections

## T9. PRECINCT INFRASTRUCTURE PLAN

### RAIL

PROJECT CATEGORY	PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	DELIVERY TIMING/ PROVISION TRIGGER/ STAGING	INCLUDED IN DCP
Rail	RL01	Rail duplication and station	Commuter rail duplication and second platform including pedestrian overpass to connect platforms, new Marshall Station, bus, vehicle, cycling and pedestrian upgrades. Station vehicle access on Drews Road and bus only access on Marshalltown Road. Final design resolved by Marshall Station project - currently under construction	Responsible State Government Transport Authority	Under construction	No
Rail	RL02	Rail cycling and pedestrian crossings	Upgraded cycling and pedestrian crossings at Reserve Road and Marshalltown Road	Responsible State Government Transport Authority	Under construction	No
Rail	RL03	Armstrong Creek Transit Corridor	Transit corridor rail corridor public transport connection, cycling and pedestrian connection	Responsible State Government Transport Authority	Upon development of Transit Corridor	No
Rail	RL04	Barwarre Road Marshall Station Access	Property 137 Barwarre Road, Marshall - land (part) required for vehicle drop-off and pedestrian / cycle access to north-bound station platform and overpass. Property located outside Marshall PSP.	Responsible State Government Transport Authority / City of Greater Geelong	Upon subdivision / development of 137 Barwarre Road, Marshall	No

## ROAD

PROJECT CATEGORY	PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	DELIVERY TIMING/ PROVISION TRIGGER/ STAGING	INCLUDED IN DCP
Road	RD01	Reserve Road interim	Land and upgrade of key access street between Barwarre Road Marshall and Barwon Heads Road in accordance with cross section K of the Horseshoe Bend Precinct Structure Plan.	TBD	Upon development of adjacent satisfaction of the Responsible Authority	No
		Bellarine Link ultimate	Land and construction of arterial road between Surf Coast Highway and Barwon Heads Road. Final design to be resolved by Bellarine Link project.	Responsible State Government Transport Authority	Upon development of Bellarine Link	No
Road	RD02	Barwon Heads Road Duplication	Land and construction of 4 lane arterial road and associated signalised intersections. Final design resolved by Barwon Heads Road Duplication project - currently under construction.	Responsible State Government Transport Authority	Under construction	No
Road	RD03	Drews Road: Reserve Road to northern boundary of PSP	Land and construction of 2 lane connector to connect to Reserve Road / Bellarine Link and the northern boundary of the precinct (generally at 25 metres width, reducing to 21 or 20 metres where shown on the Cross Section Location Plan). Includes road realignment to avoid remnant vegetation in and on the boundary of the middle section of the existing road reserve.	City of Greater Geelong	Upon development of the relevant Catchment, or to the satisfaction of the Responsible Authority	Land - Yes, for all land outside the existing road reserve, Construction - No
Road	RD04	East-West Connector	Land and construction of 2 lane connector at 25 metres width to connect to Barwon Heads Road and Reserve Road	City of Greater Geelong	Upon development of the relevant Catchment, or to the satisfaction of the Responsible Authority	Land - Yes, Construction - No
Road	RD05	Tannery Road upgrade	Upgrade construction of Tannery Road into a bus capable connector road	City of Greater Geelong	Upon development	No

## T9. PRECINCT INFRASTRUCTURE PLAN

### INTERSECTION

PROJECT CATEGORY	PROJECT NO.	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	DELIVERY TIMING/ PROVISION TRIGGER/ STAGING	INCLUDED IN DCP
Intersection	IT01	Reserve Road / Drews Road / Realigned Horseshoe Bend Road intersection (interim)	Land and construction of 4-way signalised intersection - Reserve Road / Drews Road / Realigned Horseshoe Bend Road (referred to in the Horseshoe Bend DCP as DI_RD_2 where the Marshall Precinct has been apportioned 30% of the cost of these works)	City of Greater Geelong	Upon development	Yes
Intersection	IT01A	Bellarine Link Road / Drews Road / Realigned Horseshoe Bend Road intersection (ultimate)	Land for ultimate configuration and construction of 4-way signalised intersection. Includes truncation of Reserve Road. Final design to be resolved by Bellarine Link project.	Responsible State Government Transport Authority	Upon development of Bellarine Link	Land - Yes, Construction - No
Intersection	IT02	East-West Connector / Barwon Heads Road / NEIP Connector	Land for ultimate configuration and construction of 4-way signalised intersection. Note: NEIP DCP item (D1_RD_1 3-way intersection) included within the design of the intersection. Intersection to be apportioned 50% to Marshall DCP and 50% to NEIP DCP.	City of Greater Geelong	Upon development	Land - Yes, Construction - Yes
Intersection	IT03	Bellarine Link / Reserve Road and Barwon Heads Road	Land for ultimate configuration and interim construction of 4-way signalised intersection. Note: construction of ultimate at-grade intersection at time of construction of Bellarine Link (grade-separated intersection not identified in Marshall PSP)	Responsible State Government Transport Authority	Upon development of Bellarine Link	No
Intersection	IT04	Barwon Heads Road, Marshalltown Road and Tannery Road	Land for ultimate configuration and construction of signalised 4-way intersection. Final design resolved by Barwon Heads Road Duplication project - currently under construction.	Responsible State Government Transport Authority	Under construction	No
Intersection	IT05	Drews Road and Station Precinct Main Street	Land for ultimate configuration and construction of roundabout intersection (final design and function determined at detailed planning stage)	City of Greater Geelong	Upon development	No

## INTERSECTION

PROJECT CATEGORY	PROJECT NO.	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	DELIVERY TIMING/ PROVISION TRIGGER/ STAGING	INCLUDED IN DCP
Intersection	IT06	Drews Road and East-West Connector	Land for ultimate configuration and construction of 4-way intersection (roundabout)	City of Greater Geelong	Upon development	Land - Yes, Construction - No
Intersection	IT07	East-West Connector Road and Horseshoe Bend Road intersection	Land for ultimate configuration and construction of 4-way intersection (roundabout)	City of Greater Geelong	Upon development	No
Intersection	IT08	Pedestrian Crossing on Bellarine Link Road at Horseshoe Bend Road	Construction of signalised pedestrian crossing and a left in, left out only intersection with Horseshoe Bend Road. Final design to be resolved by Bellarine Link project.	Responsible State Government Transport Authority	Upon development	No

## T9. PRECINCT INFRASTRUCTURE PLAN

### SHARED USER PATH

PROJECT CATEGORY	PROJECT NO.	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	DELIVERY TIMING/ PROVISION TRIGGER/ STAGING	INCLUDED IN DCP
Shared user path	SUP01	Smith Street Greenway Reserve Walking Trail	Retain pedestrian gravel trail between Drews Road and Horseshoe Bend Road / SB01. Path improvements limited to additional toppings to remove any trip hazards. Includes upgrade of footbridge at Drews Road to be 2.5m clear width and be of durable materials as outlined in Design Note 9. Appropriate signage.	City of Greater Geelong	The first subdivision within Catchment C or D, whichever comes first, or to the satisfaction of the Responsible Authority	Yes
Shared user path	SUP02	Electricity transmission easement and SBWL01 / SB02 / WW03 Downstream Reach shared user path	Shared user path, appropriate signage, vegetation management and appropriate intersection with pedestrian priority. Path located within easement and drainage reserves	City of Greater Geelong	The first subdivision within Catchment A, E and F	Yes - only for that part of path located within drainage reserve
Shared user path	SUP03	Barwon Water easement shared user path	Shared user path, appropriate signage, and vegetation management. Path located within easement directly parallel to the railway line, starting from Marshall Station and ending at Reserve Road	Responsible State Government Transport Authority	Upon development	No
Shared user path	SUP04	Barwon Water Main Outfall Sewer easement adjacent shared user path	Shared user path, appropriate signage, vegetation management and appropriate intersection with pedestrian priority. Path sections located within WLRB02 and SB01 / WW02 Middle Reach, and deviates through LP01 to avoid conservation reserve. No part of path constructed within the easement.	City of Greater Geelong	Upon development of the relevant Catchment, or to the satisfaction of the Responsible Authority	Yes - only for that part of path located within LP01 and drainage reserves
Shared user path	SUP05	Drews Road Greenway Reserve shared user path	Shared user path and appropriate intersection with pedestrian priority. Includes removal of excess road pavement and revegetation to enhance greenway. Subject to road reserve closure for realigned RD03. Path also located in LP03.	City of Greater Geelong	The first subdivision within Catchment C or D, whichever comes first, or to the satisfaction of the Responsible Authority	Yes - both in road reserve and LP03

## SHARED USER PATH

PROJECT CATEGORY	PROJECT NO.	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	DELIVERY TIMING/ PROVISION TRIGGER/ STAGING	INCLUDED IN DCP
Shared user path	SUP06(a)	Bellarine Link adjacent shared user path	Shared user path, appropriate signage, vegetation and conservation management. Path located between Barwon Heads Road and Drews Road within local road.	City of Greater Geelong	The first subdivision within Catchment D and K	No
Shared user path	SUP06(b)	Bellarine Link adjacent shared user path	Shared user path, appropriate signage, vegetation and conservation management. Path located within WLRB03 and include footbridge over bypass channel	Responsible State Government Transport Authority - value capture as part of Bellarine Link project	Upon development of Catchment D	No
Shared user path	SUP07	Reserve Road adjacent shared user path	Shared user path, appropriate signage, vegetation and conservation management. Path located within WLRB03	City of Greater Geelong	The first subdivision within Catchment D or to the satisfaction of the Responsible Authority	Yes
Shared user path	SUP08	WW01 Upstream Reach shared user path	Shared user path, appropriate signage, vegetation management and appropriate intersection with pedestrian priority. Path located within drainage reserve	City of Greater Geelong	The first subdivision within Catchment C or D, whichever comes first	Yes
Shared user path	SUP09	Barwarre Road shared user path	Shared user path, appropriate signage and vegetation management located within road reserve south of Reserve Road. Path located outside PSP area	Responsible State Government Transport Authority	Upon development	No

## T9. PRECINCT INFRASTRUCTURE PLAN

### PUBLIC TRANSPORT

PROJECT CATEGORY	PROJECT NO.	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	DELIVERY TIMING/ PROVISION TRIGGER/ STAGING	INCLUDED IN DCP
Public Transport	PT01	Bus Services	Provision of bus services on bus capable arterial roads and connector roads	Responsible State Government Transport Authority	Upon development	No
Public Transport	PT02	Bus Stops and Station Terminal	Provision of appropriately sized, signed and located bus stops and terminal at new Marshall Train Station allowing for through movements into MPSP area	Responsible State Government Transport Authority – delivered by subdivider	Upon development	No

### DRAINAGE

PROJECT CATEGORY	PROJECT NO.	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	DELIVERY TIMING/ PROVISION TRIGGER/ STAGING	INCLUDED IN DCP
Drainage	WLRB02 - DR01	Wetland, Retarding basin and outfall pipe	Land reservation and construction of Sediment Pond, Wetland and Retarding Basin. Includes culvert under Barwon Heads Road and outfall pipe extending east in unnamed road to WW06. Note 1: the proposed realignment of the Main Outfall Sewer will need to be moved northwards to accommodate WLRB02 - refer to SL01.	City of Greater Geelong	The first subdivision / development within South East Catchment K	Yes
Drainage	WW06 - DR14	Waterway outfall control (Sparrovale - Nubijt yooree Wetlands Reach)	Constructed waterway extending through the Sparrovale - Nubijt yooree wetlands. Catchment split between Marshall and NEIP Precincts draining to waterway is 15% and 85% respectively.	City of Greater Geelong	The first subdivision within South East Catchment K or to the satisfaction of the Responsible Authority	Yes – 15%
Drainage	SB02 - DR04	Sedimentation Basin and connection to Barwon Heads Road culvert	Land reservation and construction of the Sediment Basin and Waterway and associated infrastructure and the portion of SUP02 (3m shared path) surrounding the drainage basin.	City of Greater Geelong	The first subdivision within catchment A, F or B, whichever comes first	Yes

## DRAINAGE

PROJECT CATEGORY	PROJECT NO.	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	DELIVERY TIMING/ PROVISION TRIGGER/ STAGING	INCLUDED IN DCP
Drainage	WW03 - DR02	Conveyance and connection to Barwon Heads Road culverts (Downstream Reach)	Land reservation (upstream of Horseshoe Bend Rd and 1.43ha downstream of Horseshoe Bend Rd) and construction of a Waterway from north of SB01 to Barwon Heads Road, including Siphon from SB01 to the southern section of the waterway.	City of Greater Geelong	The first subdivision within Catchment A, B, C, D, E and F, whichever comes first	Yes
Drainage	WW04 - DR10	Waterway outfall control (Tannery Rd Reach)	Land reservation and construction of Waterway in between Barwon Heads Road and Tannery Road.	City of Greater Geelong	Upon 57ha (50%) of the Marshall Catchment Developing	Yes – 71.4%
Drainage	WW05 - DR11	Waterway outfall control (Barwon River Reach)	Land reservation and construction of Waterway in between Tannery Road and the Barwon River.	City of Greater Geelong	Upon 57ha (50%) of the Marshall Catchment Developing	Yes – 71.4%
Drainage	SB01 - DR03	Sedimentation Basin and connection to Waterway	Land reservation and construction of Sediment Basin and Siphon and associated infrastructure and portion of SUP_04 surrounding the Basin.	City of Greater Geelong	The first subdivision within Catchment C or D, whichever comes first	Yes
Drainage	WW01 - DR08	Outfall and environmental flow (Upstream Reach)	Land reservation and construction of Waterway in between the Railway Corridor and Drews Road, including the construction of SUP08	City of Greater Geelong	The first subdivision within Catchment C or D, whichever comes first	Yes
Drainage	WW02 - DR09	Marshall Creek (Middle Reach) and Main Drain North	Land reservation and construction of Marshall Creek (Middle Reach) within the Smith Street Greenway, and underground Main Bypass Drain North.	City of Greater Geelong	The first subdivision within Catchment C or D, whichever comes first	Yes
Drainage	WL01	Wetland treatment	Land reservation and construction of a Wetland. Includes the construction of a portion of SUP02 (3m shared path).	City of Greater Geelong	The first subdivision within Catchment E	Yes
Drainage	SBWL01 - DR13	Sedimentation Basin and connection to WL01	Land reservation and construction of a Wetland and Sediment Basin. Includes the construction of a portion of SUP02 (3m shared path).	City of Greater Geelong	The first subdivision within Catchment E	Yes
Drainage	WLRB03 - DR12	Wetland, Retarding Basin and Main Drain South	Land reservation and construction of a Wetland, Retarding Basin and Sediment Pond, and associated outfall pipe (Main Drain South), including shared paths SUP06(b) and SUP07. Includes formalisation of Trifolis Drain into a high flow bypass channel.	City of Greater Geelong	The first subdivision within Catchment D or to the satisfaction of the Responsible Authority	Yes

## T9. PRECINCT INFRASTRUCTURE PLAN

### DRAINAGE

PROJECT CATEGORY	PROJECT NO.	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	DELIVERY TIMING/ PROVISION TRIGGER/ STAGING	INCLUDED IN DCP
Drainage	SBRB01 - DR05	Sedimentation / Retarding Basin and outflow	Land reservation and construction of a Sediment Pond and Retarding Basin and associated infrastructure.	City of Greater Geelong	The first subdivision / development within Catchment G.	Yes
Drainage	SBRB02 - DR06	Sedimentation / Retarding Basin and outflow	Land reservation and construction of a Sediment Pond and Retarding Basin and associated infrastructure.	City of Greater Geelong	The first subdivision / development within Catchment H.	Yes
Drainage	SBRB02 - DR07	Sedimentation / Retarding Basin and outflow	Land reservation and construction of a Sediment Pond and Retarding Basin and associated infrastructure.	City of Greater Geelong	The first subdivision / development within Catchment J.	Yes

## OPEN SPACE

PROJECT CATEGORY	PROJECT NO.	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	DELIVERY TIMING/ PROVISION TRIGGER/ STAGING	INCLUDED IN DCP
Conservation	CR01	Smith Street Greenway Conservation Reserve	Conservation and environmental improvements. Includes Native Vegetation Precinct Plan requirements, management, signage and appropriately designed fencing of conservation area. Main drains to be located outside reserve.	City of Greater Geelong	The first subdivision - the Land is transferred to or vested in Council	No
Linear Open Space	LOS01	Smith Street Greenway Linear Open Space	General improvements - integrated with waterway (WW02 Marshall Creek Middle Reach), SUP01 & SUP05, and Drews Road Greenway LOS02.	City of Greater Geelong	The first subdivision within Catchment C or D, whichever comes first, or to the satisfaction of the Responsible Authority	No
Conservation	CR02	Drews Road Greenway Conservation Reserve	Conservation and environmental improvements. Includes Native Vegetation Precinct Plan requirements, management, signage and appropriately designed fencing of conservation area.	City of Greater Geelong	The first subdivision - the Land is transferred to or vested in Council, and subject to road reserve closure for realigned RD03	No
Linear Open Space	LOS02	Drews Road Greenway Linear Open Space	General improvements - integrated with SUP05 & SUP01, and Smith Street Greenway LOS01.	City of Greater Geelong	The first subdivision within Catchment C or D, whichever comes first, or to the satisfaction of the Responsible Authority	No
Conservation	CR03	Northern Conservation Reserve	Native Vegetation Precinct Plan, management, signage, appropriately designed fencing of conservation area and integration with Main Outfall Sewer easement, neighbouring passive open space and Drews Road Greenway Reserve.	City of Greater Geelong	The first subdivision - the Land is transferred to or vested in Council	No
Conservation	CR04	Southern Conservation Reserve	Native Vegetation Precinct Plan, management, signage, appropriately designed fencing of conservation area and integration with Drews Road Greenway Reserve.	City of Greater Geelong	The first subdivision - the Land is transferred to or vested in Council	No

## T9. PRECINCT INFRASTRUCTURE PLAN

### OPEN SPACE

PROJECT CATEGORY	PROJECT NO.	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	DELIVERY TIMING/ PROVISION TRIGGER/ STAGING	INCLUDED IN DCP
Conservation	CR05	Reserve Road Conservation Reserve	Native Vegetation Precinct Plan, management, signage, appropriately designed fencing of conservation area and integration with neighbouring passive open space.	City of Greater Geelong	The first subdivision - the Land is transferred to or vested in Council	No
Passive Open Space	LP01	Northern Local Park	Land reservation (1.1ha) and passive recreation facilities including playground equipment, vegetation planting / management and general park improvements. Adjacent to fenced Conservation Reserve and integrated with SUP04.	City of Greater Geelong	The subdivision and/or development of the parcel which contains the park	Land - No (Clause 53.01 contribution), Construction - Yes
Passive Open Space	LP02	Eastern Local Park	Land reservation (0.8ha) and passive recreation facilities including playground equipment, vegetation planting / management and general park improvements. Adjacent to East West Connector Road and integrated with SUP04.	City of Greater Geelong	The subdivision and/or development of the parcel which contains the park	Land - No (Clause 53.01 contribution), Construction - Yes
Passive Open Space	LP03	Southern Local Park	Land reservation (0.7ha) and passive recreation facilities including playground equipment, vegetation planting / management and general park improvements. Adjacent to East West Connector Road, Drews Road and fenced Conservation Reserve, and integrated with SUP05.	City of Greater Geelong	The subdivision and/or development of the parcel which contains the park	Land - No (Clause 53.01 contribution), Construction - Yes
Passive Open Space	LP04	Station Precinct Local Park	Land reservation (0.5ha) and urban park facilities, protection of native trees and general improvements. Integrated with Station Precinct UDF.	City of Greater Geelong	The subdivision and/or development of the parcel which contains the park	Land - No (Clause 53.01 contribution), Construction - Yes

**OTHER**

<b>PROJECT CATEGORY</b>	<b>PROJECT NO.</b>	<b>TITLE</b>	<b>PROJECT DESCRIPTION</b>	<b>LEAD AGENCY</b>	<b>DELIVERY TIMING/ PROVISION TRIGGER/ STAGING</b>	<b>INCLUDED IN DCP</b>
Sewer Line	SL01	Main Outfall Sewer Line Relocation	Appropriate space and land allocated to allow for the future relocation of the sewer confluence. Realignment moved northwards to accommodate WLRB02.	Barwon Water	Long term project	No

## 3.10.2 DEVELOPMENT STAGING

### REQUIREMENTS

#### R112

Development staging must provide for the timely and coordinated provision and delivery of:

- The central waterway, wetlands and detention basins assets to the boundary to support adjacent development.
- Below ground servicing layout to be arranged to maximise tree planting numbers to ensure 25% tree canopy coverage in streets. Tree layout and canopy coverage to be represented on all civil FLP plan submissions.
- Arterial road reservations, land acquisition and construction.
- Connector streets and intersections.
- Street links between properties, constructed to the property boundary.
- Connection of the on and off-road pedestrian and bicycle network to key destinations within and outside the precinct from the early stages of development.
- Land for passive open space and conservation.
- As applicable, an approved Urban Design Framework for the Station Precinct.

#### R113

Infrastructure projects identified in [Table 9 Precinct Infrastructure Plan](#), must be delivered as per the staging priority identified in the Delivery column. If the relevant infrastructure project(s) are not delivered prior to the grant of a planning permit, the planning permit application must address how and when the infrastructure projects(s) will be delivered. The delivery of these assets is to be considered alongside all of the development delivery Requirements and Guidelines in the PSP.

#### R114

Open space must not be delivered in a standalone stage; it must be included with a stage containing residential lots. This requirement does not apply to the drainage open space land south of Reserve Road, or a drainage reserve proposed to be delivered in the first stage of a development.

#### R115

The delivery of drainage infrastructure must be guided by the sequencing outlined in the Stormwater Management Strategy and [Table 9 Precinct Infrastructure Plan](#).

**Note:** this staging is not definitive and a different sequence to that presented below may be appropriate, subject to approval by the Responsible Authority.

#### R116

Where a permit applicant seeks to proceed with delivery of an interim solution or asset, the following criteria must be met:

- the asset must not constrain nor prejudice the ultimate delivery of any other development or other infrastructure within the precinct nor constrain the sequencing and viability of other Staging Areas;
- the asset complies with the best practice requirements of the ultimate infrastructure;
- The asset complies with all requirements and guidelines in the PSP;
- it must not constrain nor prejudice the ultimate use of the land nor impact on the provision trigger for the use as defined in the Marshall Road PSP and DCP, on which the temporary asset is located;
- the asset must be able to form part of the ultimate infrastructure solution or after use, be reinstated to a condition free of any contamination and commensurate with the intended ultimate use of the land;
- the need for the interim infrastructure must be justified on the basis that previous Staging Area requirements are not capable of being delivered at the time the construction of the temporary infrastructure is proposed;
- the asset must be delivered through an agreement made under Section 173 of the *Planning and Environment Act 1987* and the proposal must comply with the best practice requirements of the ultimate infrastructure;
- all costs of the temporary infrastructure must be fully funded by the proponent; and
- the asset must be contained on land owned by the proponent or the land on which the ultimate infrastructure is proposed and must not be located on land nominated for future public use such as community, education facilities, and/or open space.

To the satisfaction of the Responsible Authority.

**R117**

Where infrastructure is proposed to be delivered in a staging area (SA) that precedes the delivery of required infrastructure in another SA, the onus is on the proponent to demonstrate how development can be facilitated without prejudicing the development of other staging areas and the delivery of all required infrastructure. Out of sequence development must not detrimentally impact the financial performance of the MDCP to the satisfaction of the Responsible Authority and the Collecting Agency for the MDCP.

**R118**

General development viability and staging will be determined largely through the availability and provision of local road infrastructure in order to access and service each development site. Within this context, development must:

- Ensure safe and orderly vehicular access to the existing arterial network;
- Provide access from an arterial, connector road or local street, constructed to the requirements of the PSP, to each new lot via a sealed road to service the development;

To the satisfaction of the Responsible Authority.

**R119**

Any subdivision proposal must demonstrate how the local street network connects to the wider network in a logical layout.

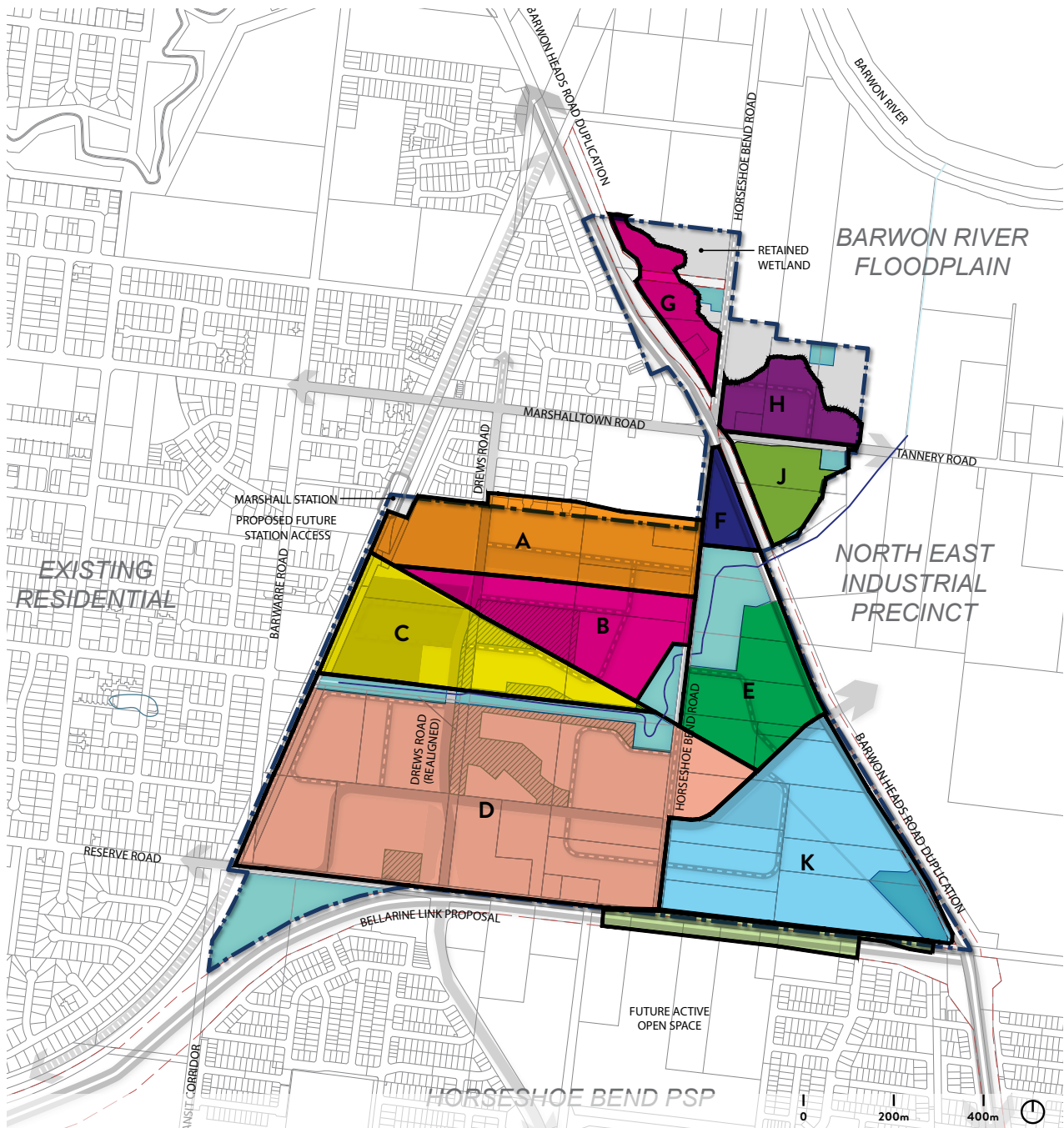
Streets must be constructed to property boundaries where an inter-parcel connection is indicated in [Plan 10 Road Network](#), by any date or stage of development required or approved by the Responsible Authority.

**GUIDELINES****G58**

If a developer wishes to apply for a planning permit that requires the provision of infrastructure, temporary or ultimate, that is out of sequence to that identified in [Plan 17 Development Staging Plan](#), or to develop before required infrastructure is delivered, such development applications should demonstrate:



- How the development, to the extent practicable, will be integrated with adjoining developments, through the timely provision of connecting roads and walking/cycling paths;
- How community parks will be provided in the early stages of the development to provide new residents with amenity;
- How sealed road access will be provided to each new allotment;
- How any necessary trunk service extensions will be delivered, including confirmation of the agreed approach and timing by the relevant infrastructure or service provider, and;
- That the out of sequence development will not compromise the orderly delivery of the PSP and associated infrastructure.

# P17. DEVELOPMENT STAGING




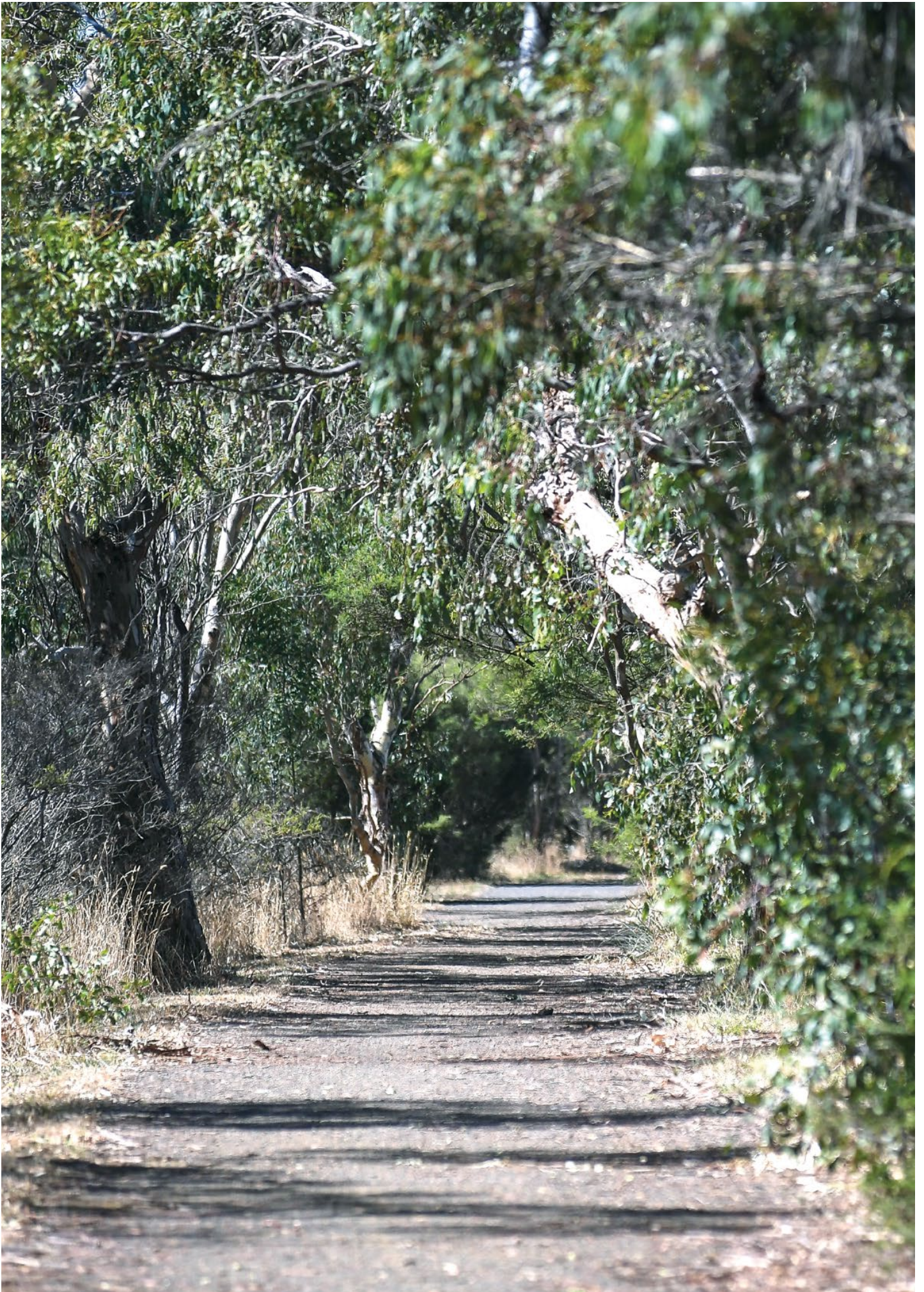
## KEY

### CONTEXT

-  Precinct Boundary
-  Railway and Station

### INFRASTRUCTURE

-  SWMS Staging Area/SWMS Catchments



### 3.10.3 SUBDIVISION WORKS

## REQUIREMENTS

### R120

Subdivision of land within the PSP must at the cost of the developer provide for all local infrastructure, other than that provided for within the Marshall DCP, including (but not limited to):

- roads and streets in accordance with the relevant cross section at [Section 4.3](#), including:
  - connector roads and local streets
  - internal loop roads and service roads that abut arterial roads.
  - local bus stop infrastructure (where locations have been agreed by Department of Transport and Planning (DTP));
- landscaping of all existing and future roads and streets, including tree planting in accordance with [Section 4.4 Canopy Cover and Tree Species List](#);
- intersection works and traffic management measures along all roads and streets (except those included in the DCP);
- fencing and landscaping, including along arterial roads (existing and proposed), including any acoustic fences, barriers or measures to address noise concerns from adjoining arterial roads;
- all paths including local shared, pedestrian and bicycle paths along local arterial roads and connector roads, footpaths along other roads and streets;
- waterway infrastructure;
- community parks including bridges, intersections, and barrier crossing points (except where otherwise included in the DCP);
- bicycle parking facilities;
- basic improvements to local reserves and open space (refer to [R121](#) below);
- local drainage system where required;
- construction of culverts for waterway crossings of all streets;
- street or pedestrian path crossings of waterways and the electricity transmission line easement unless included in the DCP or outlined as the responsibility of another agency in the Precinct Infrastructure Plan.
- infrastructure as required by utility service providers including water (potable, recycled and water tapping for potential open space), stormwater, sewerage, drainage, electricity and telecommunications.

### R121

All encumbered and unencumbered public open space (excluding conservation reserves) must be designed and developed to a minimum standard prior to the transfer or vesting of the public open space, including but not limited to:

- removal of all existing and disused structures, foundations, pipelines and stockpiles;
- basic levelling and spread of minimum 100mm topsoil and subsoil if required on the proposed areas of open space to provide a stable free draining surface;
- completed bulk earthworks where required fit for intended purpose;
- remediation of any contamination;
- clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise);
- a water tapping for recycled and potable water (if available);
- utility connection points as required to all boundaries of all reserves and community parks;
- canopy trees and other plantings;
- protection of trees that are to be retained including exclusion zones as appropriate;
- An independent arboricultural assessment by minimum AQF Level 5 arborist for all trees nominated for retention within the NVPP should be undertaken. Required space to be provided to maintain tree health should be in accordance with relevant industry standards (AS4970 - 2009 The Protection of Trees on Development Sites);
- soil preparation for new tree planting;
- construction of minimum 1.8m wide pedestrian paths around the perimeter of the reserve, connecting and linking into any other surrounding paths or points of interest, except where shown as a shared paths on Plan 10 Road Network;
- appropriate boundary fencing where the public open space abuts private land, or as required by the Responsible Authority;

- vehicular exclusion devices (landscape treatments, fences, bollards or other suitable methods) and maintenance access points (as required)
- installation of park furniture and recreation infrastructure to support these facilities consistent with the type of public open space listed in [Table 4 Open Space Delivery Guide](#).

To the satisfaction of the Responsible Authority.

#### R122

---

Any conservation area to be transferred to or vested in the relevant authority must be done so in a standard that satisfies the requirements of that authority. Works required prior to the transfer include, but may not be limited to:

- Site amelioration works, such as rubbish removal, demolition of existing structures, removal of old fence lines, foundations, pipelines, farm dams or stockpiles;
- Pest plant and animal eradication as appropriate;
- repairs to and stabilisation of any existing structures to be retained onsite if appropriate; and
- any fencing required to ensure the safety of the public.;
- any works carried out must be consistent with any relevant Cultural Heritage Management Plan (CHMP), and other relevant approvals.

#### R123

---

Land required to deliver a shared user path in [Plan 11 Active Transport Network](#) which is located outside areas indicated as an open space reserve, drainage reserve or existing road reserve, must be transferred to or vested in the Responsible Authority at the time of subdivision of the land. The land required for the path is not to be credited for the purposes of the open space contribution under Clause 53.01 of the Greater Geelong Planning Scheme, whether or not it forms part of a new local street.

#### R124

---

Roads within subdivisions layouts must connect to the existing road network.

#### R125

---

Infrastructure must be designed to prevent impacts to protected vegetation within the NVPP and protection zones must be specified on plans endorsed under any planning permit.

#### R126

---

All infrastructure including roads, utilities and drainage infrastructure located within the PSP must be designed to prevent the impacts of earthworks (including stockpiles) on the health and viability of vegetation retained as per the NVPP and be supported with appropriate plans that define and set appropriate protection zones throughout all subdivisional works.

4.0

# APPENDICES

4.1	Property Specific Land Use Budget	106
4.2	Station Precinct Urban Design Framework Requirements and Guidelines	108
4.3	Road Design and Cross Sections	114
4.4	Canopy Cover and Tree Species List	133
	4.4.1 Canopy Coverage Calculations	133
	4.4.2 Marshall Precinct Structure Plan Tree Species List	135

**4.1 PROPERTY SPECIFIC LAND BUDGET**  
**T10. PROPERTY SPECIFIC LAND BUDGET**

PARCEL		OUT-SIDE PRECINCT	TRANSPORT											UNCREDITED OPEN SPACE										CREDITED OPEN SPACE	NET DEVELOPABLE AREA BREAKDOWN				TOTAL NDA (HA)		
PROPERTY	TOTAL		Arterial Road	Arterial Road Intersection (Barwon Heads Road)	Arterial Road Intersection (Bellarine Link)	Arterial Road Intersection (HSB / Drews / Reserve Road)	Connector Road Intersection	Drews Rd Connector Road	EW Connector Road	Existing Rail Reserve	Part of Transport or Barwon Water	Retained Existing Road Reserve	Transport Hub	Barwon Water Easements Adjacent to Rail Reserve	Conservation	Flood Overlay Land	High Voltage Electricity Utility Easement	Main Outfall Sewer Utility Easement	Drainage (Within Existing Road Reserve)	Drainage (Within High Voltage Electricity Utility Easement)	Waterway, Wetland And Drainage Reserve	Local Park	Commercial Bulky Goods		Station Precinct	Medium Density Residential	Standard Residential	TOTAL NDA	TOTAL NDA AS % OF PROPERTY		
1	4.004	0.000	0.000	0.000	0.000	0.000	0.000	0.110	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.110	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.946	0.000	0.000	0.946	23.63%
2	4.561	0.000	0.000	0.000	0.000	0.000	0.000	0.361	0.000	0.000	0.000	0.000	0.000	0.110	0.000	0.000	0.000	0.000	0.000	0.000	0.548	0.000	3.543	0.000	0.000	0.000	3.543	77.68%			
3	2.390	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.090	0.000	0.000	0.000	2.300	0.000	2.300	96.23%				
4a	3.762	0.000	0.000	0.000	0.000	0.000	0.079	0.248	0.000	0.000	0.000	0.000	0.000	0.082	0.000	0.000	0.000	0.000	0.000	0.116	0.000	0.000	3.238	0.000	3.238	86.07%					
4b	0.290	0.000	0.000	0.000	0.000	0.000	0.000	0.106	0.000	0.000	0.000	0.000	0.000	0.054	0.000	0.000	0.000	0.000	0.000	0.052	0.000	0.000	0.078	0.000	0.078	26.90%					
5	2.729	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.275	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.454	0.000	2.454	89.92%					
6	4.767	0.000	0.000	0.000	0.078	0.000	0.235	0.005	0.628	0.000	0.000	0.000	0.000	0.508	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	2.729	0.000	2.729	57.25%				
7	4.049	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.861	0.000	0.000	0.000	0.000	0.000	0.000	3.188	0.000	3.188	78.74%					
8a	2.033	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.221	0.000	0.000	0.000	0.000	0.000	0.000	1.812	0.000	1.812	89.13%					
8b	0.411	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.411	0.000	0.411	100%					
9	2.437	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.810	0.000	0.000	0.000	0.000	0.000	0.000	1.627	0.000	1.627	66.76%					
10	4.049	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.304	0.000	0.000	0.131	0.000	0.000	0.000	0.000	0.000	1.615	0.000	1.615	39.89%					
11	4.860	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.310	0.000	0.000	0.130	0.000	0.000	0.849	0.973	0.000	0.000	2.597	0.000	2.597	53.44%				
12	4.052	0.000	0.000	0.000	0.000	0.000	0.007	0.000	0.000	0.000	0.000	0.000	0.000	2.030	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.015	0.000	2.015	49.73%					
13	4.854	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.579	0.000	0.000	0.000	0.000	0.000	0.475	0.000	0.000	3.801	0.000	3.801	78.31%					
14	2.460	0.000	0.000	0.000	0.111	0.000	0.109	0.009	0.130	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.100	0.000	2.100	85.37%					
15	1.508	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.266	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.241	0.000	1.241	82.29%					
16	1.623	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.607	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.016	0.000	1.016	62.60%					
17	2.550	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.550	0.000	2.550	100%					
18	0.203	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.203	0.000	0.203	100%					
19	4.403	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.403	0.000	0.403	100%					
20	1.748	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.743	0.000	1.005	0.000	0.000	1.005	57.49%					
21	2.099	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.383	0.000	0.000	0.246	0.867	0.000	0.000	0.000	0.602	0.602	28.68%					
22	2.034	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.204	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.010	0.000	0.000	0.740	0.000	0.000	0.000	1.294	1.294	63.62%					
23	2.431	0.000	0.000	0.071	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.360	0.000	2.360	97.08%					
24	2.024	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.106	0.000	0.000	0.000	0.000	0.000	1.913	0.000	1.913	94.52%					
25	0.405	0.000	0.000	0.121	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.284	0.000	0.284	70.12%					
26	2.035	0.000	0.000	0.119	0.000	0.000	0.000	0.000	0.204	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.010	0.000	0.000	0.000	0.001	0.000	0.000	1.700	1.700	83.54%					
27	2.425	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.347	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.030	0.000	0.000	0.798	0.000	0.000	0.000	1.250	1.250	51.55%					
28	2.402	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.080	0.000	0.000	0.000	0.000	0.000	0.000	2.322	2.322	96.67%					
29	1.214	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.194	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.020	0.000	1.020	84.02%					
30	1.940	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.065	0.000	0.000	0.208	0.000	0.000	0.000	1.668	1.668	85.98%					
31	2.024	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.024	0.000	2.024	100%					
32	1.642	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.642	0.000	1.642	100%					
33	4.075	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.110	0.000	0.000	0.982	0.000	0.000	0.000	2.983	2.983	73.20%					



## 4.2 STATION PRECINCT URBAN DESIGN FRAMEWORK REQUIREMENTS AND GUIDELINES

### REQUIREMENTS

**An urban design framework (UDF) must be approved by the City for the area indicated in Plan 18 Station Concept Design Intention.**

01. The UDF must comply and respond to the intentions prescribed in:
  - The Marshall PSP (as relevant)
  - This appendix: Namely the vision statement, objectives, requirements, guidelines.
  - The Station Precinct Concept Plan.
  - The Urban Design Guidelines for Victoria,
  - any other design guidelines or strategies produced and supported by the Responsible Authority and the City that are relevant to activity centres and high-density residential development.
02. Be completed to the satisfaction of the City prior to the issue of a planning permit.

### VISION STATEMENT

**Marshall Station Precinct will be the focal point of the local community, maximising the rare opportunity of a greenfield location with an existing railway station, arterial roads, and proximity to Central Geelong to form a mixed-use precinct embracing new ways to live, work and travel, through the delivery of a dense cluster of medium to high density residential housing integrated with retail and commercial activity.**

**The Precinct will be structured on a permeable grid of public streets designed to be the principal agent for integrating a mix of activities, prioritising seamless pedestrian connection from the station to the retail & commercial areas. Blocks will be configured to optimize flexibility for a broad range of uses, encouraging multi-level built form that provides retail and commercial uses with active interfaces at ground level and residential uses on upper levels, creating opportunities for passive surveillance.**

### KEY DESIGN OBJECTIVES

**A precinct that supports the wider economy by providing jobs and education opportunities.**

- Provide high density housing with varied typologies (including small office / home office (SOHO) and mixed tenures).
- Create a retail and commercial focal point within walking distance to the Marshall Train Station and servicing the wider Marshall Neighbourhood.

**A fast, reliable and connected transport network.**

- Design a precinct that anchors the Marshall Station, providing safe and convenient access for pedestrians, cyclists, other public transport modes and private vehicles.
- Deliver a permeable precinct that offers multiple safe routes to key destinations for various transport modes.

**People feel safe wherever they are. An inclusive, diverse, healthy and socially connected community.**

- Deliver public realm outcomes that showcase universal design, promote a sense of community and protects the human scale.
- Provide a range of services, facilities, and housing diversity to extend the Precinct's activation after hours and offer housing choice to suit different lifestyles.
- Design built form to adequately address sensitive interfaces and provide active uses at ground level with residential on upper levels to promote passive surveillance.
- Establish an intimate 'Main Street' and north-south 'Pedestrian Street' as the 'heart' of the Station Precinct, creating a unique 'destination / place' which positively contributes to the emerging character of the area.

**Development and implementation of sustainable solutions. Sustainable development that supports population growth and protects the natural environment.**

- Ensure built form outcomes respond to and integrate existing trees, natural and / or cultural landscape features, open space, as well as pedestrian and cycle links.
- Support the use of 'smart' technology including; street furniture, waste & recycling systems, alternative energy sources, water treatment & reuse.
- Deliver built form outcomes that showcase Ecologically Sustainable Development (ESD) principles and technology.

# P18. STATION CONCEPT DESIGN INTENTION



## KEY

- |  |   |  |   |  |   |
|--|---|--|---|--|---|
|  | Station Precinct Boundary from FUS                  |  | Key Pedestrian Link                                       |  | Activated interface for ground-level non-residential uses |
|  | Connector Road                                      |  | Potential Community Facility                              |  | Activated interface with landscaped setback               |
|  | Roundabout  |  | Passive Open Space  |  | Indicative pedestrian bridge                              |
|  | Main Street (Bus Capable)                           |  | Medium-High Density Residential                           |  | Pedestrian and Cyclist Priority Treatment                 |
|  | Local Access Street (Bus Capable)                   |  | High Density Residential                                  |  | Possible Supermarket Location                             |
|  | Sewer Easement                                      |  | Drainage Reserve  |  | Apartment Building Location with Active Corner            |
|  | Pedestrian Street (16m Refers to New Cross Section) |  | Preferred locations for Retail / Commercial Non-Resi Uses |  | Key Intersection with Placemaking Potential Corner        |
|  | Train Station                                       |  | Indicative Trees to be Retained (refer to NVPP)           |  | Active Retail Edge Presented to Station                   |
|  | Shared Path   |  | Key Place Making Opportunity                              |  |   |

## 4.2 STATION PRECINCT URBAN DESIGN FRAMEWORK REQUIREMENTS AND GUIDELINES

### LAND USE AND HOUSING

#### REQUIREMENTS

1. Ensure proposed land uses respond to the Station Precinct Concept Plan.
2. Demonstrate how the development achieves the minimum density requirements for the Precinct and provides a genuine mix of housing options and typologies that suit various lifestyles.
3. Ensure and demonstrate how proposed development will deliver high quality outcomes that showcase universal design, respond to the local climate, meet tree canopy targets, encourages street activity and active transport.
4. Provide an identifiable 'centre and heart' of the Precinct to develop a distinctive local character, sense of place and central gathering space.
5. Multi-level mixed-use development that provides a range of high-density housing typologies among businesses and services to create a walkable neighbourhood that provides locally for local needs.

#### GUIDELINES

1. Deliver a mixed-use precinct that showcases transport-oriented design by delivering a dense cluster of high-density residential housing integrated with complimentary retail and commercial uses. (I feel like this is repeated in multiple sections of this and whether we could just get rid of this one as a 'guideline'.
2. Allow for potential community use co-located with the local park and road frontages towards Main Street and the realigned Drews Road.
3. Concentrate retail / commercial uses at ground floor in areas identified in the concept plan. Namely the 'Mian Street' and the north-south Pedestrian Street.

### MOVEMENT NETWORK

#### REQUIREMENTS

1. Ensure the Precinct is anchored to the Marshall Station, prioritizing connections and access to the Station for all modes of transport respecting the following hierarchy: pedestrians, cyclists, public transport users, and private vehicles.
2. Incorporate public transport services, including bus connections to access the Marshall Station and a potential bus interchange / forecourt.
3. Location, size and design of car parking, service and waste disposal areas must respond to the Station Precinct Concept Plan and show how the impact on amenity and pedestrian/cyclist priority has been minimised. UDF is required to consider car parking provisions and propose measures to prevent detrimental impacts to the public realm
4. Ensure Main Street is delivered as a primary pedestrian route and Pedestrian Street as a secondary pedestrian route, as well as interface design treatments that respond to all relevant cross sections in the MPSP.

#### GUIDELINES

1. Provide an accessible, permeable and functional urban structure of blocks, laneways, and streets. Ensure car parks are enclosed by built form and located at the side or rear of buildings.
2. Ensure car parks are designed to be flexible to accommodate temporary uses at non-peak times.
3. Ensure planting of suitable canopy trees and appropriate landscaping in car parking areas and dedicated pedestrian thoroughfares.
4. Limit crossovers and consolidate parking where possible.
5. Provide universal access throughout the centre and ensure all users have convenient and safe access to public spaces.
6. Provide bicycle parking facilities in safe, convenient, accessible and visible locations close to key destinations.

## PUBLIC REALM & PLACEMAKING

### REQUIREMENTS

1. Ensure the design concept identifies a hierarchy of public spaces that provide opportunities for a range of activities throughout the precinct and complements the urban high density character.
2. Provide connections to facilitate access to the station and bus interchange.
3. Demonstrate how the design achieves the 25% canopy coverage target set for the station precinct.
4. Provide a cohesive wayfinding strategy and design that positively contributes to the area's character and identity and showcases ESD principles and technology.
5. Provide cross sections that demonstrate outcomes of proposed built form when viewed from key viewpoints including Main Street and the Pedestrian Street.
6. Ensure provision of a high quality local park that provides amenity for a high density residential precinct.

### GUIDELINES

1. Develop a public realm hierarchy that encourages social interaction and supports local events.
2. Consider retaining existing trees where possible (in addition to those specified to be retained in the NVPP).
3. Create view lines that terminate at key destinations; including open space and significant built form to improve 'place experience', walkability and sense of safety.
4. Demonstrate careful consideration to the appearance of new developments in order to define and enhance the public realm through design measures such as building modulation, massing, articulation, and use of materials.
5. Minimise visual bulk of upper floors when viewed from streets and laneways.

## BUILT FORM

### REQUIREMENTS

1. Ensure built form outcomes allow development to be adapted or redeveloped over time to vary uses, increase densities or employment intensity.
2. Design built form to minimise 'blank' walls and provide fine grain active edges along 'Main Street' and 'Pedestrian Street'.
3. Integrate service areas and building utilities into the façade design at ground level to mitigate any negative impacts to amenity and pedestrian experience.
4. Demonstrate how building massing and design responds to the varying interfaces in the Concept Plan, including ground level design response to primary and secondary pedestrian routes.
5. Sleeve anchor retail with fine grain retail development, particularly adjacent to the urban plaza and pedestrian streets.
6. All built form must be accessed from the public realm local street network. Internalised malls are not supported.
7. UDF to provide response to proposed building heights in Table 11.

### GUIDELINES

1. On sites where a development comprises multiple buildings, the buildings should adopt a diversity of forms, typologies, and architectural language, within a cohesive design framework.
2. Locate loading, building plant facilities at the rear of buildings to avoid adverse amenity impacts.
3. Screen waste collection points to minimise amenity impacts on adjoining areas and users of the centre.
4. Built form relates to the scale of the public realm, the UDF should consider specifying maximum plot ratios for residential areas in the Station Precinct which considers providing reasonable levels of daylight, sunlight and views to the sky from the public realm.
5. All buildings should generally be built to the side boundary. Where buildings are not built to the side boundary the UDF should specify setbacks & building separation guidelines.
6. Positively address sensitive interfaces and avoid 'blank' unarticulated walls.

## 4.2 STATION PRECINCT URBAN DESIGN FRAMEWORK REQUIREMENTS AND GUIDELINES

### SUSTAINABILITY AND ENVIRONMENT

#### REQUIREMENTS

---

1. Provide a Sustainability Management Plan, Concept Landscape Masterplan and Carparking Management Plan for the precinct.
2. These strategies should detail high-level interventions and requirements relating to: tree planting, landscaping, water sensitive urban design (WSUD), material and building style choices, lighting strategies, strategies to reduce car dependence, locations for car share, vehicle charging and parking, how existing ecology can be protected, enhanced and incorporated into the future neighbourhood.
3. Provide an aboriginal assessment of trees nominated for retention within the station precinct to inform how to safely incorporate them into the changed land use and give the trees the best chance to survive, inclusive of space to allow succession planting or recruitment.

### STAGING AND IMPLEMENTATION

#### REQUIREMENTS

---

1. Demonstrate how the proposed design facilitates intensification of the Station Precinct over time by providing a staging plan and indicative development timelines.
2. Prepare a development staging plan to balance housing delivery with appropriate levels of public realm upgrades and non-residential uses.
3. Ensure development does not negatively impact on the developability of adjoining properties.
4. Deliver active and public transport connections upfront to minimise car dependence.
5. Design and development of Stage 1 to recognise the existing use of Stage 2 as commuter car parking for the Marshall Station, while responding to the long-term vision of the Precinct as a transit oriented mixed-use hub.

#### GUIDELINES

---

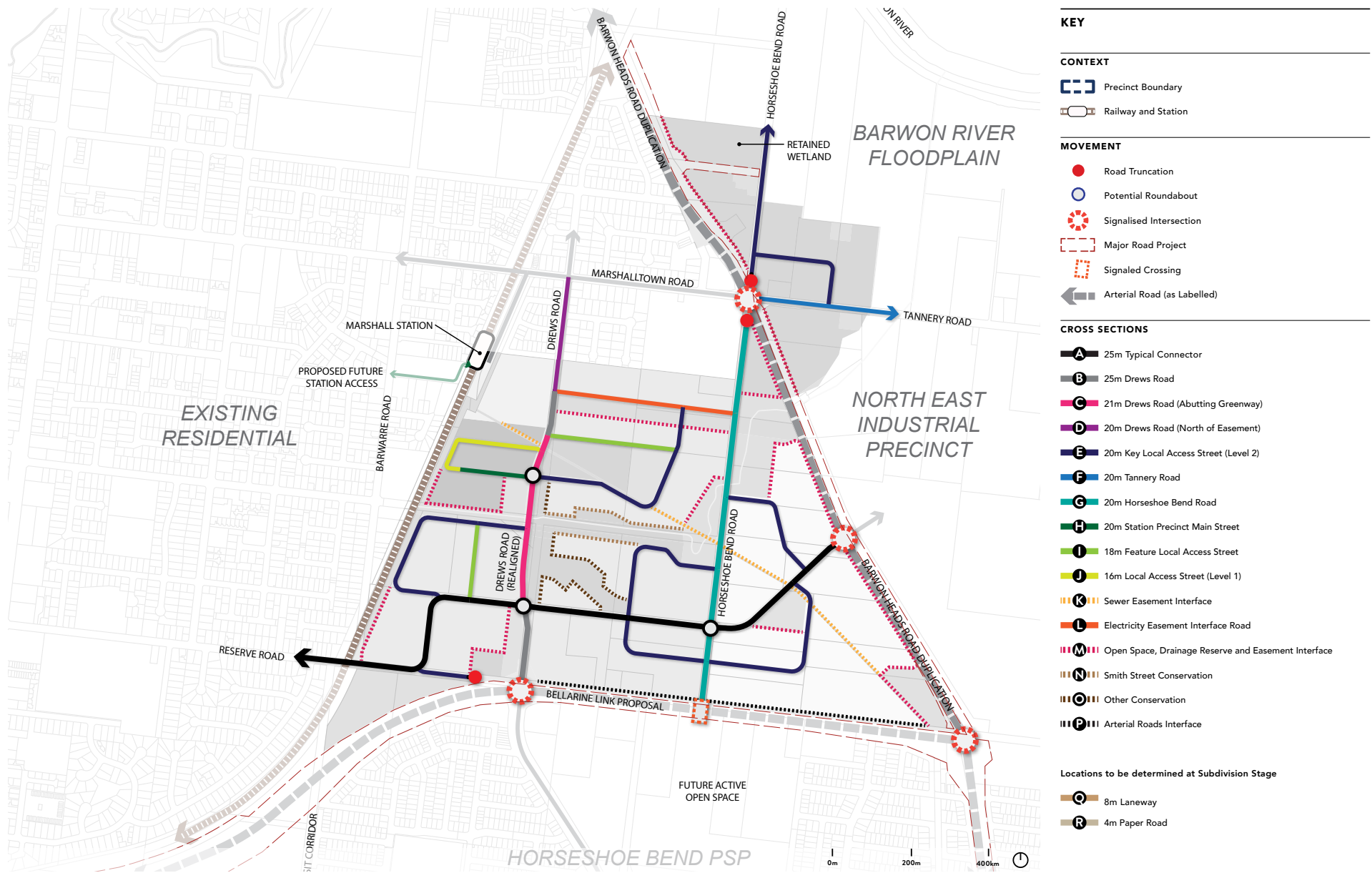
1. On sites where a development comprises multiple buildings, the buildings should adopt a diversity of forms, typologies.

## T11. STATION CONCEPT DESIGN INTENTION

The following table provides expanded requirements and descriptions of the concept plan design legend items.

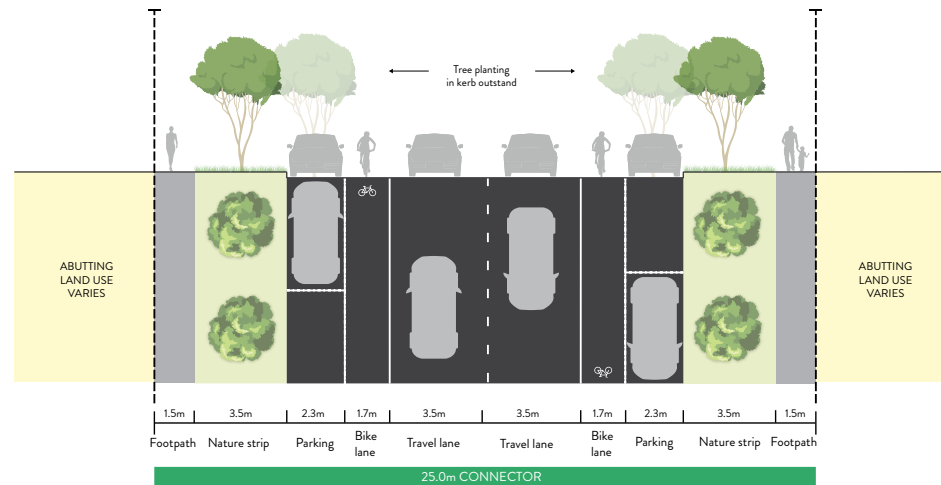
ITEM	DESCRIPTION
Shared Path	A 3m wide shared user path unless otherwise agreed to by the responsible authority.
Key Pedestrian Link	A 12m wide pedestrianised street (refer to cross section) complimented with landscaping, space programming and built form frontages.
Passive Open Space	This area is set aside for passive recreation and protection of the existing trees. (add area)
Medium-High Density Residential	Minimum Building height of 3 storeys.
High Density Residential	Minimum Building height of 5 storeys with strong preference for sleeved or basement carparking.
Preferred locations for retail / commercial / non-residential uses	Should any non-residential uses be proposed, these should be concentrated in the hatched areas shown on the plan. These uses should aim to activate the ground level and avoid fronting carparking areas.
Drainage Reserve	This reserve is being delivered as part of the station carparking upgrades.
Trees	Trees to be retained as per the NVPP.
Key Placemaking Opportunity	The UDF should determine how these locations can contribute towards the desired future character for the precinct. The UDF should provide design guidelines to be approved by the responsible authority.
Activated interface for ground-level non-residential uses	The UDF should include design guidance on how these interfaces can be the primary access points for future development.
Active Interfaces with landscape setback	Buildings should be setback to provide landscaping between and around buildings whilst still allowing for high levels of passive surveillance by users and residents. The landscape design of the precinct should integrate the design of the front gardens with the design of the streets and open space. Direct access for dwellings is encouraged along these interfaces. Setback to contain landscaping and footpath.
Pedestrian Priority Treatment	Key junctions marked as pedestrian and cyclist priority treatment should preferably be a raised 'zebra' stripe crossing along with other complimenting traffic calming measures.
Possible supermarket location	The concept plan identifies a preferred location for a supermarket. Any carparking proposed should minimise the amenity one public realm and preferably be under or above ground.

### 4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

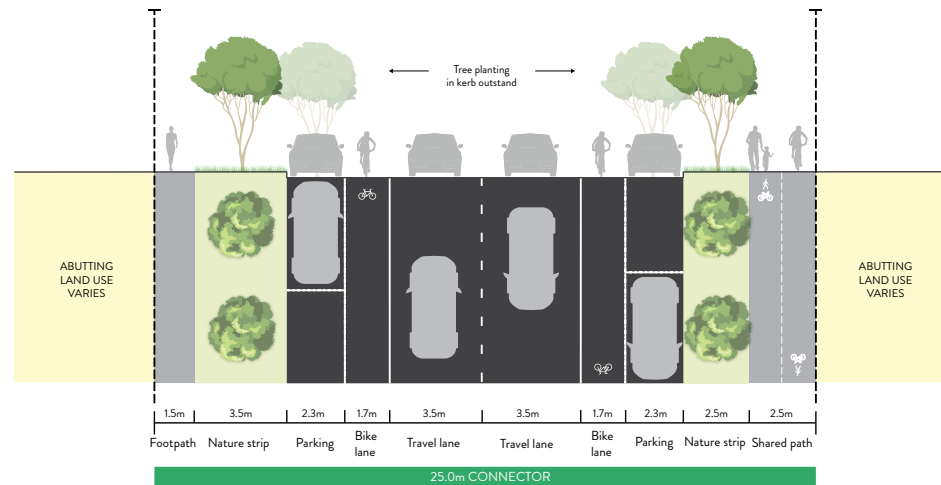


### 4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

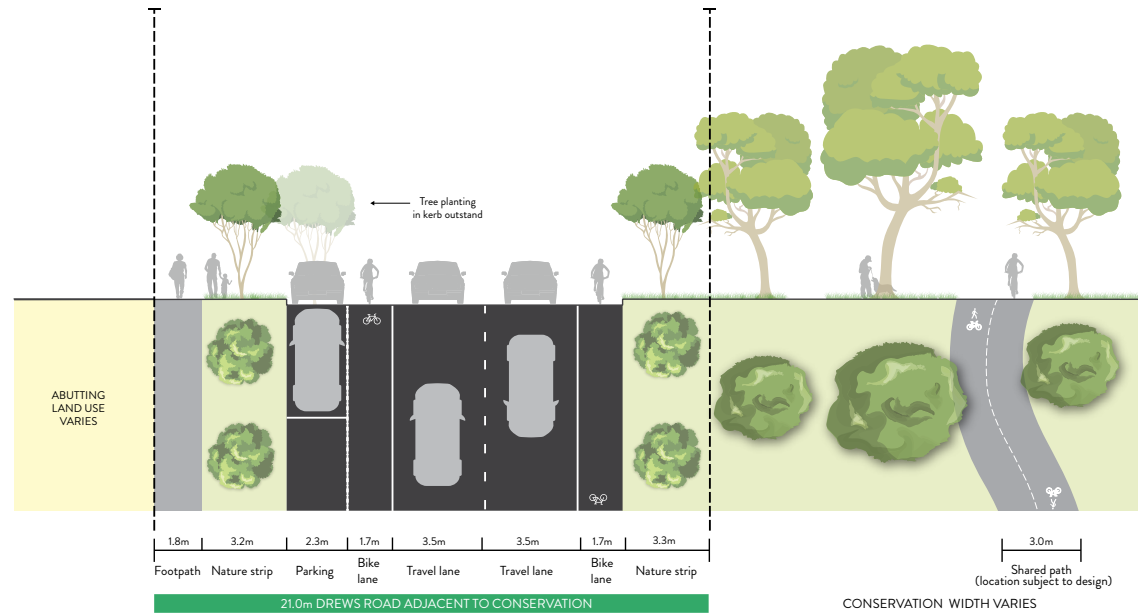
#### A. 25M TYPICAL CONNECTOR STREET



**4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS**  
**B. 25M DREWS ROAD (STANDARD)**

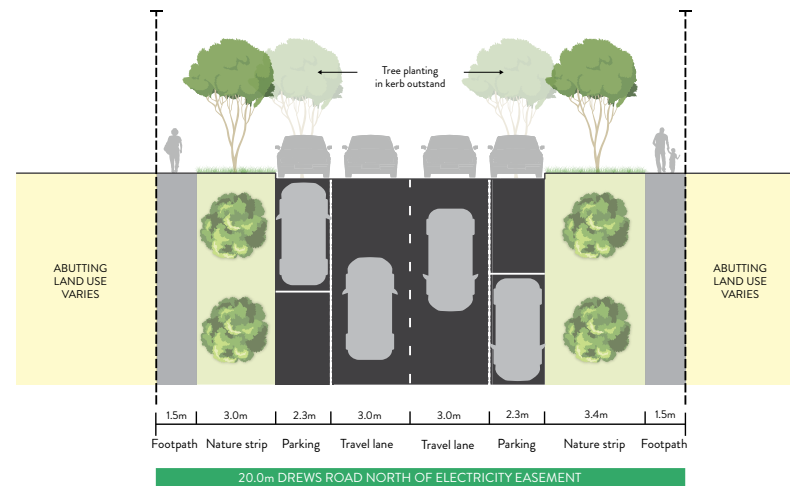


**4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS**  
**C. 21 DREWS ROAD (CONSERVATION)**



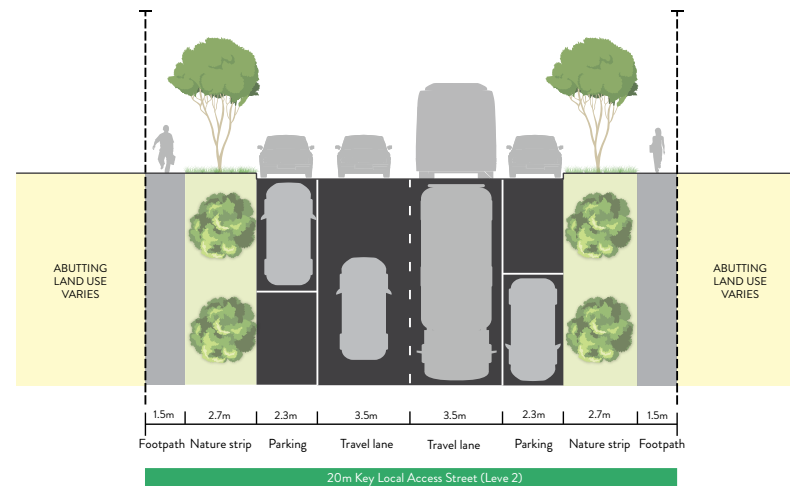
### 4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

#### D. 20M DREWS ROAD (NORTH OF ELECTRICITY EASEMENT)



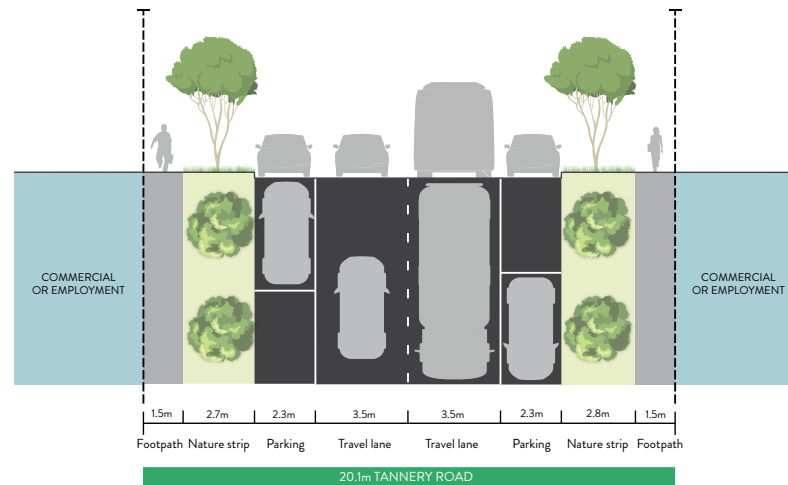
### 4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

#### E. 20M KEY LOCAL ACCESS STREET (LEVEL 2)



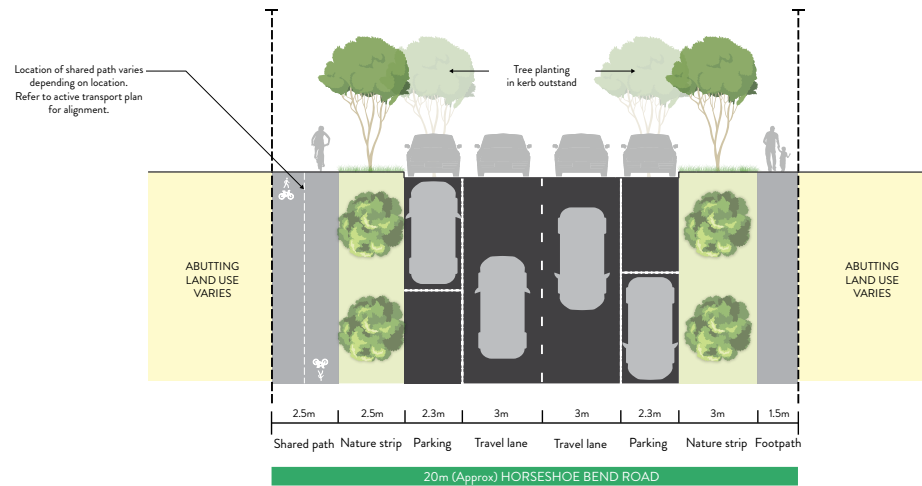
### 4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

#### F. 20M KEY LOCAL ACCESS STREET (LEVEL 2) TANNERY ROAD



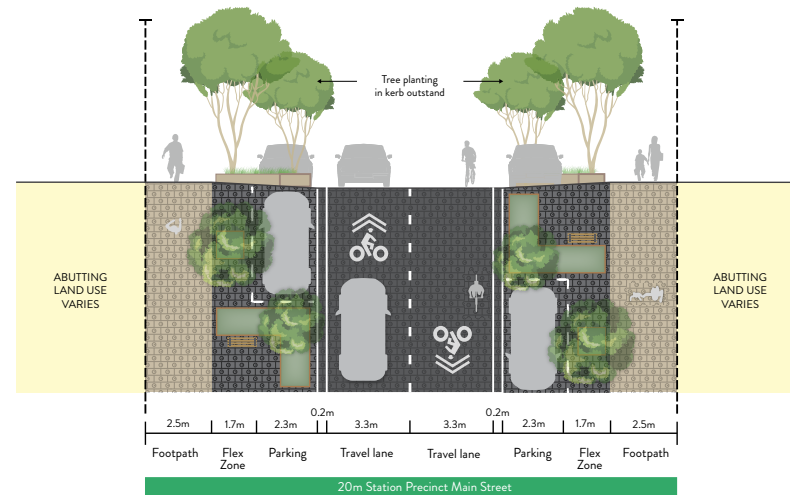
### 4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

#### G. 20M HORSESHOE BEND ROAD



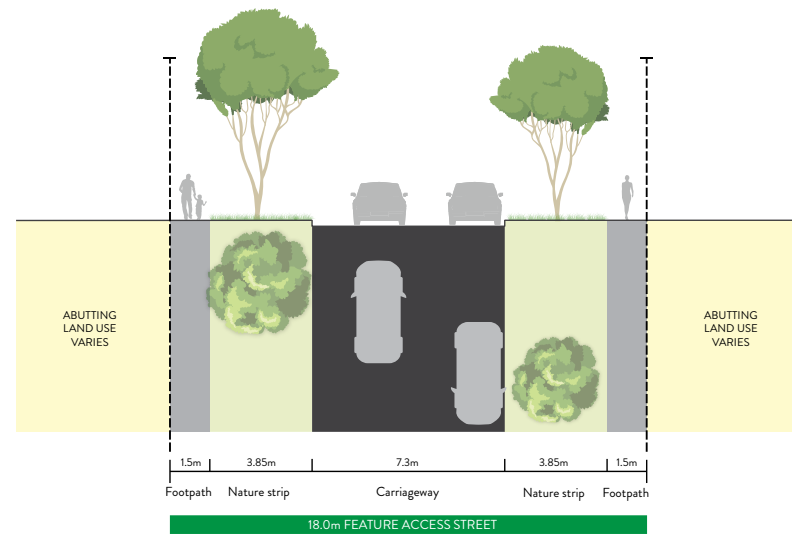
### 4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

#### H. 20M STATION PRECINCT MAIN STREET



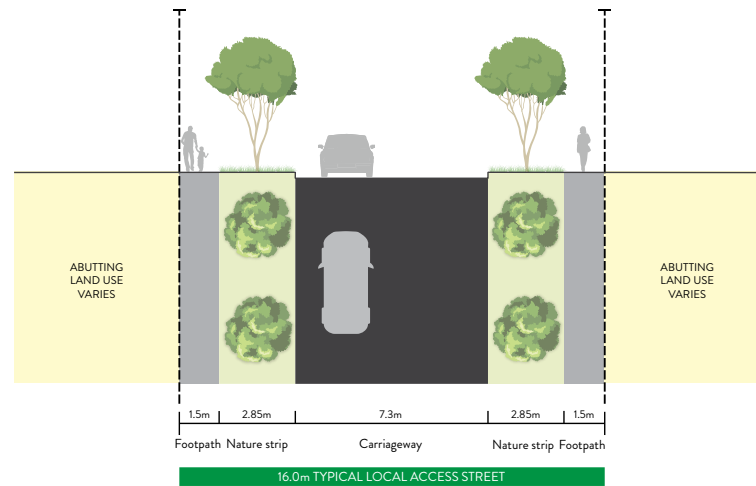
### 4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

#### I. 18M FEATURE LOCAL ACCESS STREET



### 4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

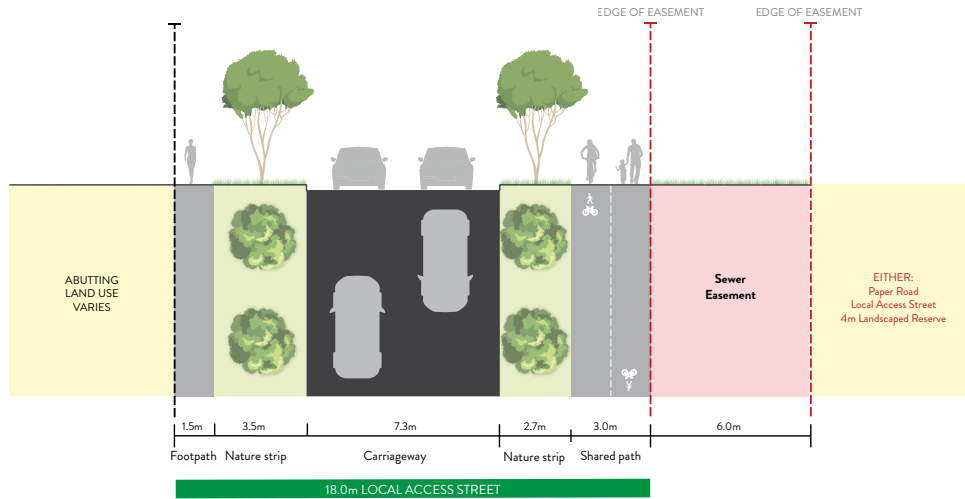
#### J. 16M KEY LOCAL ACCESS STREET (LEVEL 1)



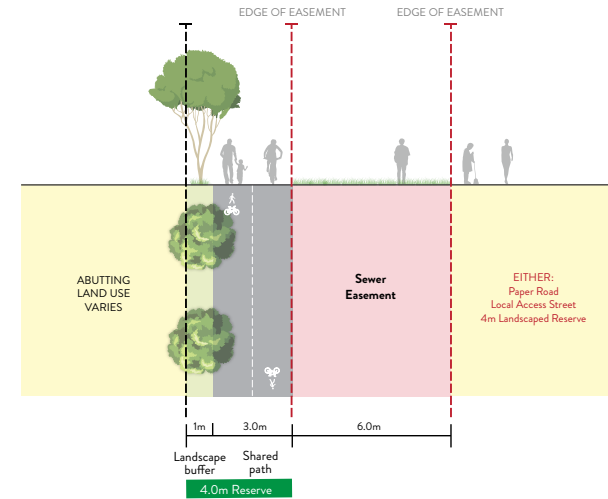
**4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS**  
**K. 18M SEWER EASEMENT**



**Option 1**

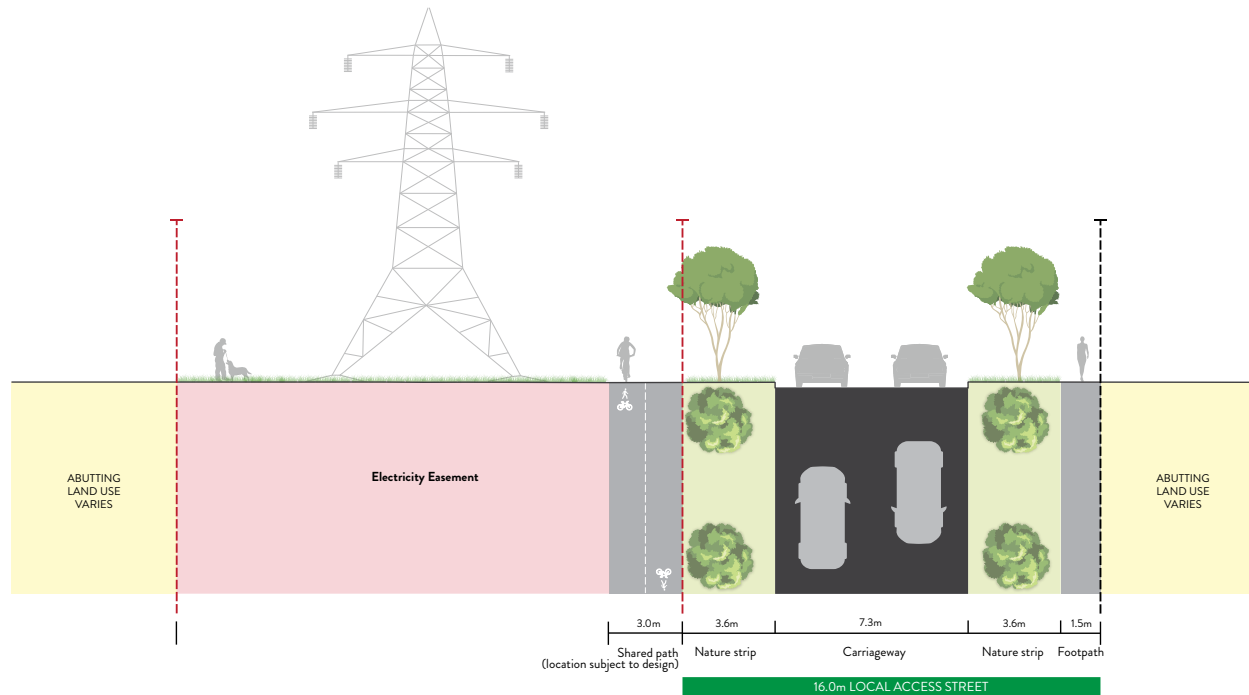


**Option 2**



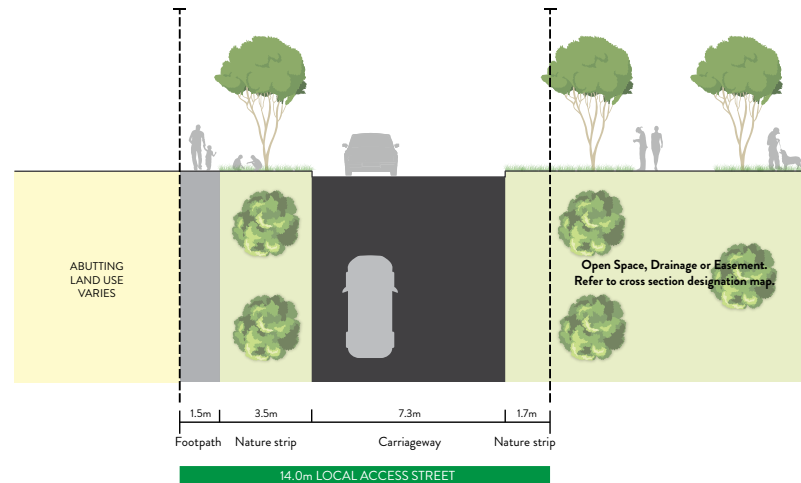
### 4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

#### L. 16.8M ELECTRICITY EASEMENT INTERFACE ROAD



### 4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

#### M. 14M LOCAL ACCESS STREET (LEVEL 1) ABUTTING OPEN SPACE, DRAINAGE, EASEMENTS, BARWON HEADS ROAD



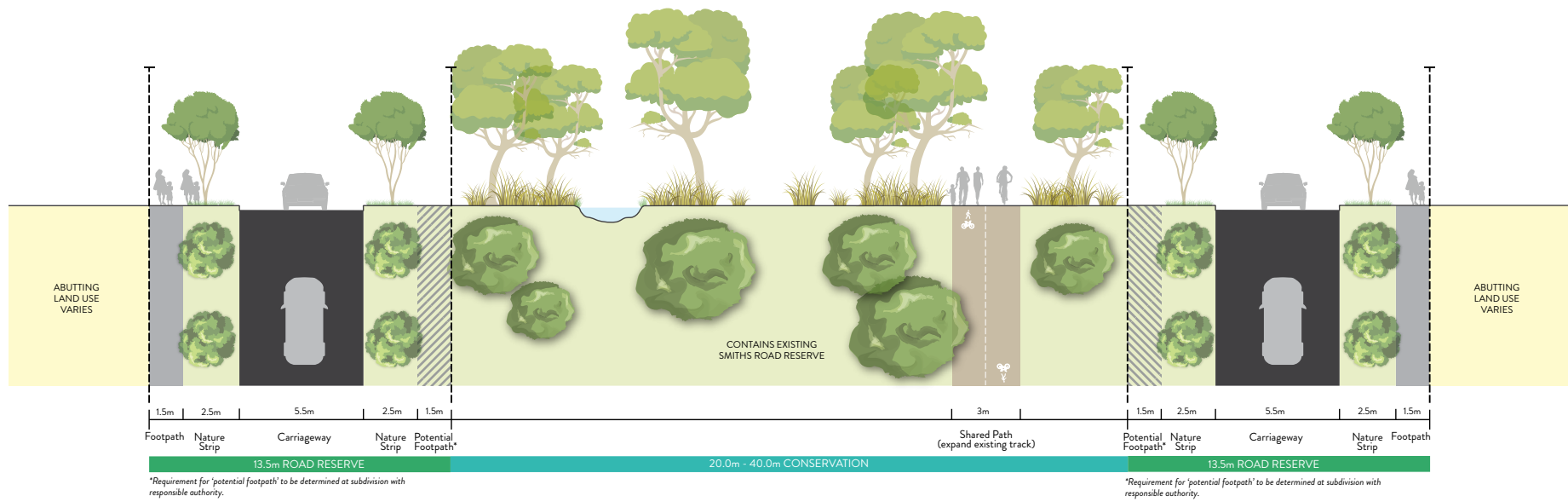
**NOTE:**

CARRIAGEWAY CAN BE REDUCED TO 5.5M FOR ROADS ABUTTING BARWON HEADS ROAD.

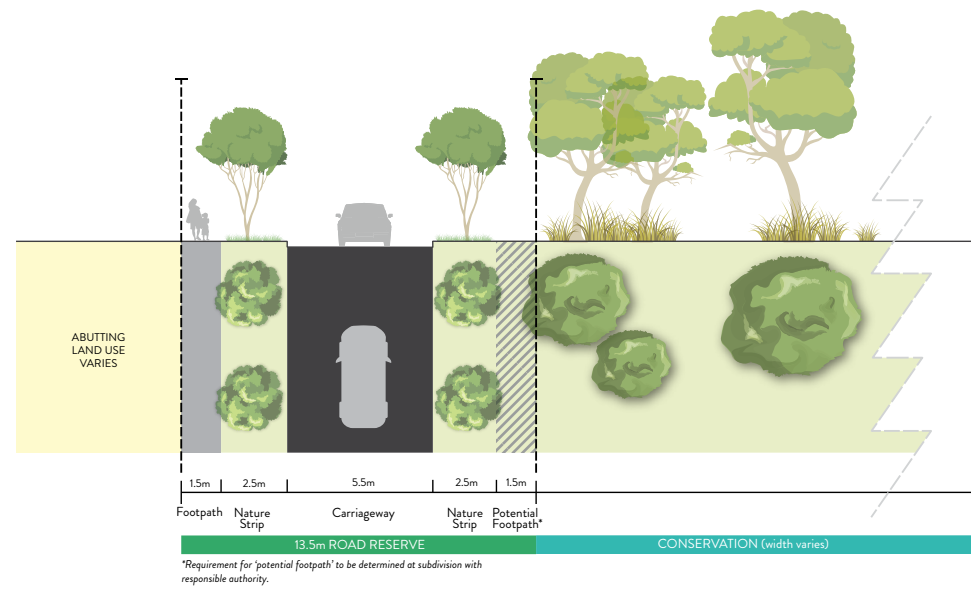
A PAPER ROAD IS AN ACCEPTED INTERFACE INSTEAD OF 14M ROAD ABUTTING SOME DRAINAGE, OPEN SPACE OR EASEMENT LOCATIONS. SUBJECT TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY.

### 4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

#### N. SMITH STREET CONSERVATION



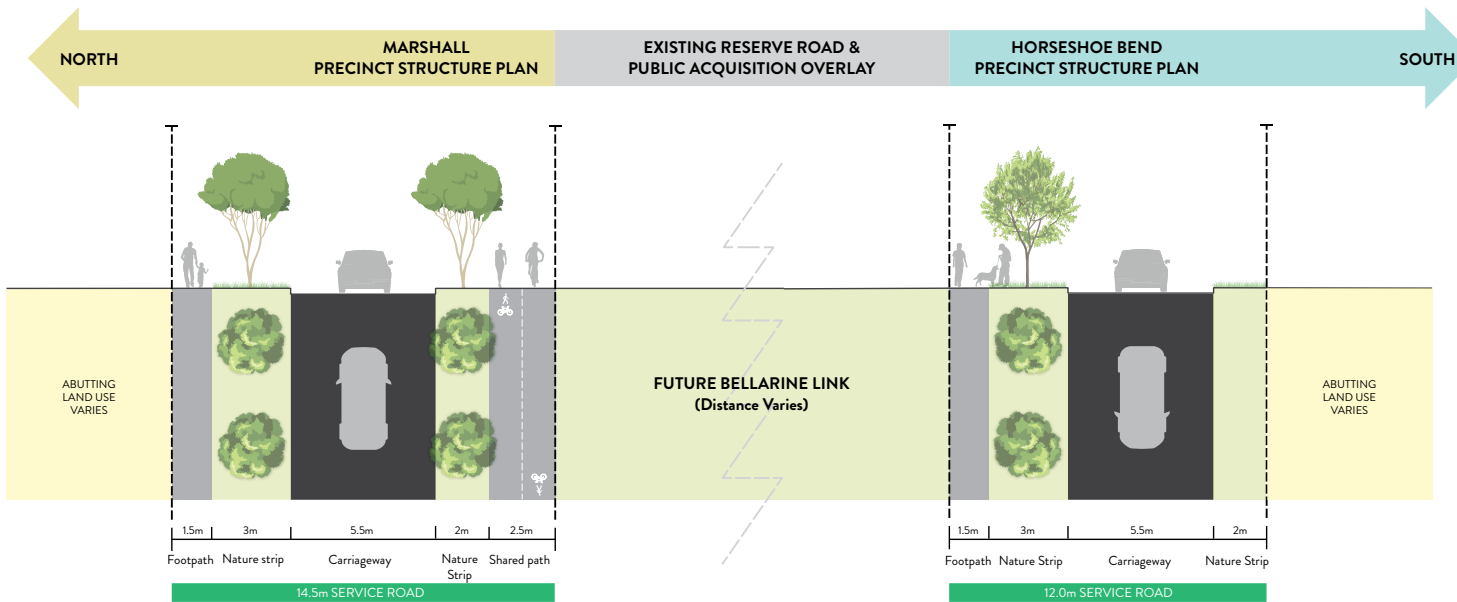
**4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS**  
**O. 14M CONSERVATION INTERFACE**



**NOTE:**

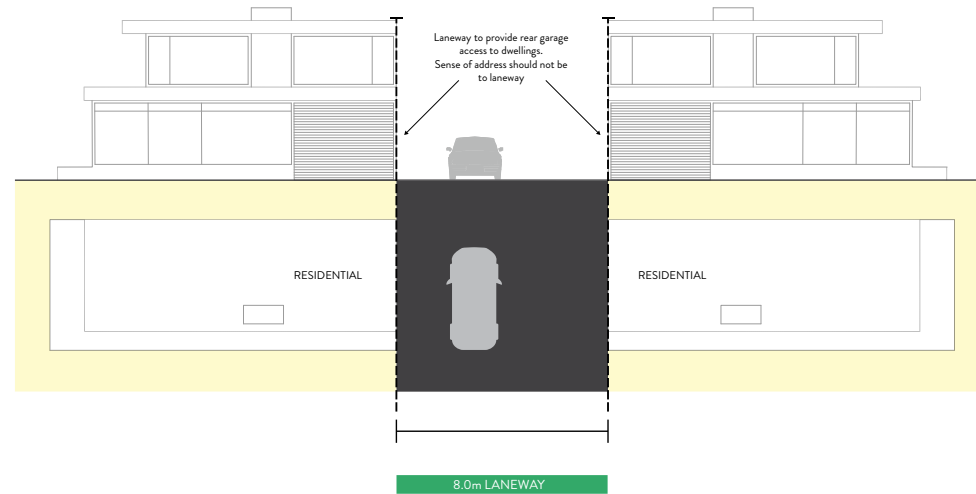
CONSERVATION INTERFACES SHOWN ARE INDICATIVE ONLY, AND ARE SUBJECT TO RESOLUTION OF BUSHFIRE CONSTRAINTS AND MUST BE COMPLETED TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY.

**4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS**  
**P. 14.5M BELLARINE LINK SERVICE ROADS**



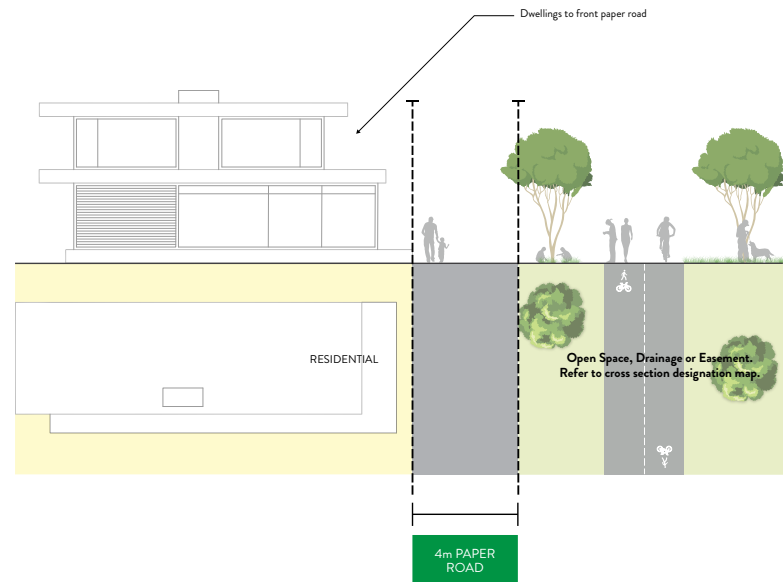
### 4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

#### Q. 8M LANEWAY



### 4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

#### R. 3M PAPER ROAD



**NOTE:**

DESIGN OF PAPER ROAD TO BE RESOLVED AT SUBDIVISION AND COMPLETED TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY.

## 4.4 CANOPY COVER AND TREE SPECIES LIST

### 4.4.1 CANOPY COVER TARGETS AND CALCULATIONS

LANDUSE CATEGORY (AS PER PLAN 6)	CANOPY COVERAGE TARGET (AS A % OF GROSS LAND USE AREA, INCLUSIVE OF LOCAL ROADS AND ANY LAND IDENTIFIED TO BE PART OF THE PUBLIC REALM)
Flood Overlay	Subject to detailed design
Existing road reserve retained as road	35%
Conservation Reserve	Subject to detailed design
Utilities Easements	Subject to negotiation with Utilities Provider
Drainage Reserve	30% for passive drainage open space surrounding retention basins or wetlands.
Station & Carpark - TRZ1	Subject to negotiation with VicTrack
Proposed DCP Connector Road	40%
Conventional Residential	20%
Medium/Higher Density Residential	20%
Mixed Use - High Density Residential	15%
Commercial/Bulky Goods	20%
Credited (Unencumbered) Open Space	50%

Note:

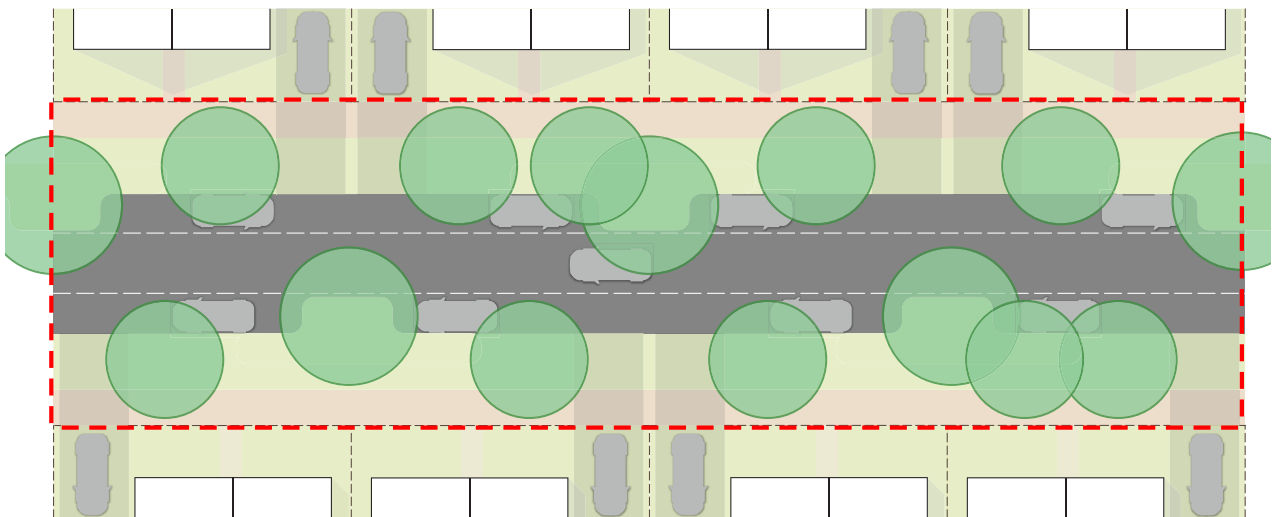
The precinct aims to provide:

- A minimum of 25% of the total tree canopy coverage within road reserves and streets
- A minimum of 50% tree canopy coverage in parking areas

## CALCULATING THE STREET TREE CANOPY COVERAGE

Canopy cover required by street type can be calculated as follows:

01. Calculate 'Area A' of the public streetscape from property boundary to property boundary .
02. Calculate the canopy cover of a tree type using the radius of the canopy ( $\pi r^2$ ) 'Area B'.
03. Multiply the quantity of trees by the respective canopy area of the tree species (Area B) to calculate the total canopy cover proposed by species (c).
04. Add the canopy cover areas together to derive the total canopy cover proposed in the site area (Area D).
05. Divide Area D by Area A and multiply by 100 to arrive at the area of street canopy as a percentage



$$\text{STREET CANOPY COVER} = \frac{\text{TREE CANOPY (accumulated canopy area from actual proposal)}}{\text{STREET AREA (street length x specified street section)}} \times 100$$

Figure 1: Street canopy tree calculation example

## 4.4.2 MARSHALL PRECINCT STRUCTURE PLAN TREE SPECIES LIST

ROAD AREA / TYPE	BOTANICAL NAME	COMMON NAME	MIN. N/STRIP OR MEDIAN WIDTH	NOT TO BE USED IN NATURESTRIPS	SECONDARY FRONTAGES
ARTERIAL ROAD	Angophora costata	Smooth-barked Apple Myrtle	3 – 4m		x
	Brachychiton populneus	Kurrajong	3 – 4m		x
	Corymbia eximia	Yellow Bloodwood	3 – 4m		x
	Corymbia ficifolia	Flowering Gum	3 – 4m		x
	Corymbia maculata	Spotted Gum	4m>	x	x
	Corymbia citriodora	Lemon-scented Gum	4m>	x	x
	Eucalyptus melliodora	Yellow Box	4m>	x	x
	Eucalyptus polyanthemos	Red Box	4m>	x	x
	Eucalyptus leucoxylon	Yellow Gum	4m>	x	x
	Lophostemon confertus	Queensland Brush Box	3 – 4m		x
	Melia azederach*	White Cedar	3 – 4m		x
	Platanus acerifolia	London Plane Tree	4m>	x	x
	Quercus robur	English Oak	4m>	x	x
	Waterhousea floribunda	Weeping Lilly-Pilly	3 – 4m		x

ROAD AREA / TYPE	BOTANICAL NAME	COMMON NAME	MIN. N/ STRIP OR MEDIAN WIDTH	NOT TO BE USED IN NATURE STRIPS	SECONDARY FRONTAGES
COLLECTOR ROAD	Acacia implexa	Lightwood	2 – 3m		x
	Acacia melanoxylon	Blackwood	3 – 4m		x
	Acer platanoides 'Crimson Sentry'	Norway Maple	2 – 3m		✓
	Angophora costata	Smooth-barked Apple Myrtle	3 – 4m		x
	Brachychiton acerifolius	Illawarra Flame Tree	3 – 4m		x
	Brachychiton populneus	Kurrajong	3 – 4m		x
	Callistemon salignus	Pink Tips	3 – 4m		x
	Eucalyptus scoparia	Wallangarra White Gum	3 – 4m		x
	Eucalyptus sideroxylon	Ironbark	4m>		x
	Eucalyptus sideroxylon 'Rosea'	Red Ironbark	4m>		x
	Eucalyptus scoparia	Wallangarra White Gum	3 – 4m		x
	Fraxinus pennsylvanica 'Cimmaron'	Green Ash	4m>		x
	Fraxinus pennsylvanica 'Urbanite'	Green Ash	4m>		x
	Melia azederach*	White Cedar	2 – 3m		x
	Pyrus calleryana 'Capital'	Upright Ornamental Pear	2 – 3m		x
	Pyrus calleryana 'Chanticleer'	Ornamental Pear	3 – 4m		x
	Pyrus calleryana x Pyrus betulaefolia 'Edgewood'	Ornamental Pear	3 – 4m		✓
	Pyrus calleryana 'Southworth Dancer'	Ornamental Pear	2 – 3m		✓
	Quercus palustris	Pin Oak	3 – 4m		x
	Ulmus parvifolia 'Todd'	Upright Chinese Elm	2 – 3m		✓
Waterhousea floribunda	Weeping Lilly-Pilly	3 – 4m		x	

## 4.4.2 MARSHALL PRECINCT STRUCTURE PLAN TREE SPECIES LIST

ROAD AREA / TYPE	BOTANICAL NAME	COMMON NAME	MIN. N/ STRIP OR MEDIAN WIDTH	NOT TO BE USED IN NATURE STRIPS	SECONDARY FRONTAGES
RESIDENTIAL AREAS	<i>Acacia implexa</i>	Lightwood	2 – 3m		x
	<i>Acacia melanoxylon</i>	Blackwood	3 – 4m		x
	<i>Acer platanoides</i> 'Crimson Sentry'	Norway Maple	2 – 3m		✓
	<i>Agonis flexuosa</i>	Willow Myrtle	3 – 4m		x
	<i>Angophora costata</i>	Smooth-barked Apple Myrtle	3 – 4m		x
	<i>Angophora hispida</i>	Dwarf Apple	2 – 3m		x
	<i>Banksia marginata</i>	Silver Banksia	3 – 4m		x
	<i>Brachychiton acerifolius</i>	Illawarra Flame Tree	3 – 4m		x
	<i>Brachychiton populneus</i>	Kurrajong	3 – 4m		x
	<i>Callistemon salignus</i>	Pink Tips	3 – 4m		x
	<i>Callistemon</i> 'Harkness'	Bottlebrush	2 – 3m		✓
	<i>Callistemon viminalis</i>	Weeping Bottlebrush	3 – 4m		x
	<i>Corymbia eximia</i> 'nana'	Dwarf Yellow Bloodwood	3 – 4m		x
	<i>Corymbia citriodora</i> 'Scentuous'*	Dwarf Lemon-scented Gum	2 – 3m		
	<i>Eucalyptus leucoxylon</i> 'Euky Dwarf'	Dwarf Yellow Gum	3 – 4m		x
	<i>Eucalyptus scoparia</i>	Wallangarra White Gum	3 – 4m		x
	<i>Fraxinus angustifolia</i> 'Raywood'	Claret Ash	4m>		x
	<i>Fraxinus griffithii</i>	Flowering Ash	2 – 3m		✓
	<i>Lophostemon confertus</i>	Queensland Brush Box	3 – 4m		x
	<i>Melia azederach</i> *	White Cedar	2 – 3m		x
	<i>Prunus x blierea</i>	Prunus	2 – 3m		✓
	<i>Prunus cerasifera</i> 'Nigra'	Flowering Plum	2 – 3m		✓
	<i>Prunus cerasifera</i> 'Oakville Crimson Spire'	Upright Flowering Plum	2 – 3m		✓
	<i>Pyrus calleryana</i> 'Capital'	Upright Ornamental Pear	2 – 3m		✓
	<i>Pyrus calleryana</i> 'Chanticleer'	Ornamental Pear	2 – 3m		x
	<i>Pyrus calleryana</i> x <i>Pyrus betulaefolia</i> 'Edgewood'	Ornamental Pear	2 – 3m		x
	<i>Pyrus calleryana</i> 'Southworth Dancer'	Ornamental Pear	2 – 3m		✓

ROAD AREA / TYPE	BOTANICAL NAME	COMMON NAME	MIN. N/ STRIP OR MEDIAN WIDTH	NOT TO BE USED IN NATURE STRIPS	SECONDARY FRONTAGES
<b>RESIDENTIAL AREAS</b>	<i>Pyrus calleryana</i> 'Southworth Dancer'	Ornamental Pear	2 – 3m		✓
	<i>Pyrus fauriei</i> 'Korean Sun'	Dwarf Ornamental Pear	2 – 3m		✓
	<i>Quercus palustris</i>	Pin Oak	3 – 4m		x
	<i>Ulmus parvifolia</i> 'Todd'	Upright Chinese Elm	2 – 3m		x
	<i>Ulmus glabra</i> 'Lutescens'	Golden Elm	3 – 4m		x
	<i>Waterhousea floribunda</i>	Weeping Lilly-Pilly	3 – 4m		x

## 4.4.2 MARSHALL PRECINCT STRUCTURE PLAN TREE SPECIES LIST

ROAD AREA / TYPE	BOTANICAL NAME	COMMON NAME	MIN. N/STRIP OR MEDIAN WIDTH	NOT TO BE USED IN NATURESTRIPS	SECONDARY FRONTAGES
	<i>Acacia implexa</i>	Lightwood			
	<i>Acacia dealbata</i>	Silver Wattle			
	<i>Acacia mearnsii</i>	Black Wattle			
	<i>Acacia melanoxylon</i>	Blackwood			
	<i>Acacia pendula</i>	Weeping Myall			
	<i>Acacia pycnantha</i>	Golden Wattle			
	<i>Allocasuarina littoralis</i>	Black Sheoke			
	<i>Allocasuarina verticillata</i>	Drooping Sheoke			
	<i>Angophora costata</i>	Smooth-barked Apple myrtle			
	<i>Banksia marginata</i>	Silver Banksia			
	<i>Brachychiton acerifolius</i>	Illawarra Flame Tree			
	<i>Brachychiton populneus</i>	Kurrajong			
	<i>Brachychiton rupestris</i>	Bottle Tree			
	<i>Callistemon viminalis</i>	Weeping Bottlebrush			
<b>RESERVES</b>	<i>Corymbia citriodora</i>	Lemon-scented Gum			
	<i>Corymbia maculata</i>	Spotted Gum			
	<i>Eucalyptus leucoxylon</i> ssp 'Bellerinensis'	Bellerine Yellow Gum			
	<i>Eucalyptus leucoxylon</i> ssp 'Connata'	Melbourne Yellow Gum			
	<i>Eucalyptus melliodora</i>	Yellow Box			
	<i>Eucalyptus camaldulensis</i>	River Red Gum			
	<i>Eucalyptus mannifera</i>	Brittle Gum			
	<i>Eucalyptus ovata</i>	Swamp Gum			
	<i>Eucalyptus polyanthemos</i>	Red Box			
	<i>Eucalyptus viminalis</i>	Manna Gum			
	<i>Melia azederach</i> *	White Cedar			
	<i>Melaleuca lanceolata</i>	Moonah			
	<i>Exocarpos cupressiformis</i>	Cherry Ballart			
	<i>Waterhousea floribunda</i>	Weeping Lilly-Pilly			
	Exotic species subject to approval				

ROAD AREA / TYPE	BOTANICAL NAME	COMMON NAME	PUBLIC SPACE	GARDEN BED	CARPARK
ACTIVITY CENTRE / COMMUNITY CENTRE	<i>Acacia implexa</i>	Lightwood	✓	✓	✓
	<i>Acacia pendula</i>	Weeping Myall	x	✓	x
	<i>Acer freemanii</i> 'Jeffersred'	Red Maple	✓	✓	x
	<i>Acer negundo</i> 'Sensation'	Box Elder	✓	✓	x
	<i>Acer platanoides</i> 'Columnare'	Norway Maple	x	✓	x
	<i>Acer platanoides</i> 'Crimson Sentry'	Norway Maple	✓	✓	x
	<i>Acer platanoides</i> 'Globosum'	Designer Maple	✓	✓	x
	<i>Agonis flexuosa</i>	Willow Myrtle	x	✓	✓
	<i>Agonis flexuosa</i> 'Burgundy'	Dwarf Willow Myrtle	x	✓	x
	<i>Eucalyptus leucoxylon</i> 'Euky Dwarf'	Dwarf Yellow Gum	x	✓	✓
	<i>Eucalyptus torquata</i>	Coral Gum	✓	✓	✓
	<i>Fraxinus excelsior</i> 'Aurea'	Golden Ash	✓	✓	x
	<i>Fraxinus griffithii</i>	Evergreen Ash	✓	✓	x
	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Shademaster'	Honey-Locust	✓	✓	✓
	<i>Lagerstroemia indica</i> *	Crepe Myrtle	x	✓	x
	<i>Prunus x blireana</i>	Flowering Plum	x	✓	x
	<i>Waterhousea floribunda</i>	Weeping Lilly-Pilly	x	✓	✓
	<i>Prunus cerasifera</i> 'Oakville Crimson Spire'	Upright Flowering Plum	x	✓	x
	<i>Pyrus betulaefolia</i> 'Southworth Dancer'	Ornamental Pear	✓	✓	x
	<i>Pyrus calleryana</i> x <i>betulaefolia</i> 'Edgewood'	Ornamental Pear	✓	✓	✓
	<i>Pyrus calleryana</i> 'Capital'	Upright Ornamental Pear	✓	✓	✓
	<i>Pyrus calleryana</i> 'Chanticleer'	Upright Ornamental Pear	✓	✓	✓
	<i>Pyrus fauriei</i> 'Korean Sun'	Dwarf Ornamental Pear	x	✓	x
	<i>Quercus palustris</i>	Pin Oak	✓	✓	✓
	<i>Quercus robur</i> 'Fastigiata'	Upright Oak	✓	✓	✓
	<i>Robinia pseudoacacia</i> 'Frisia'	Golden Robinia	✓	✓	✓
	<i>Ulmus glabra</i> 'Lutescens'	Golden Elm	✓	✓	✓
	<i>Ulmus parvifolia</i> 'Todd'	Upright Chinese Elm	✓	✓	✓
	<i>Waterhousea floribunda</i>	Weeping Lilly-Pilly	✓	✓	✓

## 4.4.2 MARSHALL PRECINCT STRUCTURE PLAN TREE SPECIES LIST

ROAD AREA / TYPE	BOTANICAL NAME	COMMON NAME	MEDIUM DENSITY	HIGH DENSITY
<b>MEDIUM AND HIGHER DENSITY HOUSING</b>	<i>Acacia implexa</i>	Lightwood	✓	x
	<i>Acer platanoides</i> 'Globosum'	Designer Maple	x	✓
	<i>Acer platanoides</i> 'Columnare'	Norway Maple	x	✓
	<i>Acer platanoides</i> 'Crimson Sentry'	Norway Maple	✓	✓
	<i>Angophora hispida</i>	Dwarf Apple Myrtle	✓	x
	<i>Agonis flexuosa</i> 'Burgundy'	Dwarf Willow Myrtle	x	✓
	<i>Callistemon</i> 'Harkness'	Bottlebrush	✓	✓
	<i>Corymbia eximia</i> 'nana'	Dwarf Yellow Bloodwood	✓	x
	<i>Corymbia citriodora</i> 'Scentuous'*	Dwarf Lemon-scented Gum	✓	✓
	<i>Eucalyptus leucoxylon</i> 'Euky Dwarf'	Dwarf Yellow Gum	✓	x
	<i>Fraxinus griffithii</i>	Evergreen Ash	✓	✓
	<i>Gleditsia triacanthos</i> 'Continental'	Honey-Locust	✓	✓
	<i>Prunus blireana</i>	Flowering Plum	x	✓
	<i>Prunus cerasifera</i> 'Nigra'	Flowering Plum	x	✓
	<i>Prunus cerasifera</i> 'Oakville Crimson Spire	Fastigiate Flowering Plum	x	✓
	<i>Pyrus betulaefolia</i> 'Southworth Dancer''	Ornamental Pear	✓	✓
	<i>Pyrus calleryana</i> x <i>betulaefolia</i> 'Edgewood'	Ornamental Pear	✓	✓
	<i>Pyrus calleryana</i> "Chanticleer'	Ornamental Pear	✓	x
	<i>Pyrus calleryana</i> 'Captial'	Ornamental pear	x	✓

\*Denotes or similar cultivar

## 4.4 CANOPY COVER AND TREE SPECIES LIST

### KEY POINTS TO CONSIDER:

- Has the image and character objectives of the Precinct Structure Plan been considered, for example:
  - Has the suggested species list been reviewed within the PSP?
  - Have the road cross sections of the PSP been reviewed when compiling the proposed species list?
  - Is there an adjacent development site that interconnects and may have a master plan already approved?
- Are the trees being proposed suitable for local growing conditions?
- Are the proposed species suitable for the space in which they would be planted? (naturestrip width)
- Where will the trees be planted? (standard lots, medium density or high density)
- Does the proposed species consider the type, size and scale of the street?
- Are the trees readily available, what are growers advising?
- Will they enhance the local image and character of the area?
- Has secondary frontages (side boundaries) to homes been considered?
- Will they achieve the canopy coverage target of 25% for each street?
- Has passive solar orientation been considered?
- Are major underground services existing or proposed? (e.g. underground high voltage power and/or underground high pressure gas mains)
- Does the proposed species consider underground distribution services? (i.e. low voltage / low pressure lines / house connections etc.)
- Will tree planting trigger authorisation from other referral authorities such as Ausnet, Powercor, Major Roads Victoria, Regional Roads Victoria, Vic Roads or Transport Victoria?
- Areas adjacent to natural type environments such as conservation reserves, is the proposed tree species going to compliment the trees within the adjacent space?
- Naturestrips fronting reserves, have these been considered?
- Is there any potential that the proposed species could become weedy or invasive?
- Does the client have a desire to create themes or precincts within the development that may assist in choosing the correct species palette?
- Will there be an urban / rural interface and how will this be addressed?

5.0

# GLOSSARY

## 5.0 GLOSSARY

### A

#### Annual Exceedance Probability (AEP)

The probability that a given rainfall total accumulated over a given duration will be exceeded in any one year.

#### Active open space

Land designated for formal outdoor sports. May also include passive recreation opportunities.

#### Active transport

Relates to physical activity undertaken as a means of transport including walking, cycling and the use of other non-motorised vehicles.

### B

#### Blue green Infrastructure

An urban area designed to incorporate natural systems that provide the ecological and amenity value associated with urban greening, and also provide stormwater management. Often 'green' assets (trees, parks, gardens) and 'blue' assets (WSUD drainage areas and flood storage) are planned separately, however often the same asset can provide multiple services that benefit both 'green' and 'blue' objectives.

### C

#### Canopy tree

A tree with spreading branches with a diameter no less than 3m at maturity.

#### Carbon Neutral

Emissions are reduced or offset to achieve 'net zero' carbon emissions targets.

#### Cultural Heritage Management Plan (CHMP)

A written report prepared by a Heritage advisor that assesses the potential impact of a proposed activity on Aboriginal cultural heritage. It then outlines measures to be taken before, during and after an activity to manage and protect Aboriginal cultural heritage in the area. For some activities proposed in some areas, a CHMP is required by law.

#### Community Facility

Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs and activities. This includes facilities for education and learning (such as childcare, pre-schools, government and non-government primary and secondary schools, universities, adult learning centres), health and community services (such as maternal and child health, hospitals, aged care, doctors, dentists, family and youth services, specialist health services); community (such as civic centres, libraries, neighbourhood houses), arts and culture (such as art galleries, museums, performance spaces), sport, recreation and leisure (such as public open space, swimming pools and other recreation), justice (such as law courts), voluntary and faith (such as place of worship) and emergency services (such as police, fire and ambulance stations).

### D

#### Drainage corridor (DC)

An above-ground swale, gully or impression in the landscape that carries stormwater runoff or spring water. Development Contributions Plan (DCP) The Planning and Environment Act 1987 (the Act) enables the DCP system to impose a community infrastructure levy (levy) to fund projects involving the construction of community buildings or facilities. The requirements for development proponents to contribute towards basic/ essential infrastructure required to support development of the precinct.

#### Design guidelines

Prepared by subdivision permit applicant as a condition of permit to address dwelling/lot level sustainability. May include considerations such as housing footprint, renewable energy generation and storage, passive heating and cooling, urban heat mitigation, ground permeability and vegetation outcomes.

#### Development Infrastructure Levy (DIL)

Applies to developments and contributes to funding development infrastructure.

---

## E

### Ecological Vegetation Classes (EVC)

standard unit for classifying vegetation types in Victoria. EVCs are described through a combination of floristics, lifeforms and ecological characteristics, and through an inferred fidelity to particular environmental attributes.

### Encumbered open space

land that is constrained for development purposes.

- Environmental risks such as flooding and landslip
- Infrastructure and easements, such as utilities and drainage
- Retarding basins or wetlands
- Contamination or landfill
- Habitat conservation and native vegetation
- Heritage values
- Waterways and drainage
- Buffer areas
- Steep slopes

These areas may be used for a range of recreation activities (walking trails, sports fields), however is not provided as credit against public open space requirements. Environmentally Sustainable Development (ESD) A set of principles which aim to improve the health and comfort of buildings for occupants whilst at the same time reducing negative impacts on the environment. ESD can provide affordable living outcomes, improved comfort levels and environmental benefits.

---

## N

### Native Trees

Trees native to Victoria, or other native trees as listed in Section 4.4.2 Marshall Precinct Structure Plan Tree Species List

### Net Developable Area (NDA)

Land within a precinct available for development. This excludes encumbered land, arterial roads, railway corridors, significant heritage, schools and community facilities and public open space. It includes lots, local streets and connector streets. Net Developable Area may be expressed in terms of hectare units (i.e. NDHa).

### Net Developable Area – Residential

As for Net Developable Area but excluding commercial/ retail component of town centres and other existing or permitted non-residential land uses (e.g. golf course sites).

---

## P

### Permeable Street Network

This refers to the extent to which the urban structure permits, or restricts, the movement of people or vehicles through an area, and the capacity of the area network to carry people or vehicles. Walking and cycling is prioritised to create a direct and safe street network.

---

## U

### Unencumbered open space

Land designated for open space without encumbrances such as easements, flooding, waterways/drainage, conservation etc. Only unencumbered open space is recognised as open space development contribution.

### Urban Design Framework (UDF)

An Urban Design Framework (UDF) is a strategic planning tool that sets out a design vision for the future development of a place. It includes aims for the future area which may be brought into force by a planning scheme amendment.

---

## W

### Works in Kind (WIK)

Either works or land or a combination of both that a developer provides under a WIK agreement in lieu of paying cash. Developers may elect to provide DCP infrastructure items to offset their development contributions liability, this is known as providing 'works in kind'.

6.0

# REFERENCES

6.1	Abbreviations	149
6.2	Background Studies	150

## 6.1 ABBREVIATIONS

### **NVPP**

Native Vegetation Precinct Plan

### **PSP**

Precinct Structure Plan

### **WLRB**

Wetland and Retarding Basin

## 6.2 BACKGROUND STUDIES

**Marshall Precinct Structure Plan has been prepared with reference to the following technical reports:**

### ENVIRONMENT

- *Marshall Native Vegetation Precinct Plan - Ecology & Heritage Partners - October 2022*
- *Marshall Precinct Stormwater Management Strategy - spiire - December 2022*
- *Marshall Precinct Preliminary Environmental Assessment (Contamination and Geotechnical) - Golder Associates - December 2013, updated August 2023*
- *Bushfire Assessment and Development Report - Terramatrix - May 2022*

### MOVEMENT

- *Traffic Impact Assessment - Ratio - March 2023*

---

**CITY OF GREATER GEELONG**

PO Box 104

Geelong VIC 3220

**P:** 5272 5272

**E:** [contactus@geelongcity.vic.gov.au](mailto:contactus@geelongcity.vic.gov.au)

[www.geelongaustralia.com.au](http://www.geelongaustralia.com.au)

**CUSTOMER SERVICE CENTRE**

Wurriki Nyal

Wadawurrung Country

137-149 Mercer Street,

Geelong. 8.00am – 5.00pm

© City of Greater Geelong 2019

**LATEST NEWS:**

 [@CityofGreaterGeelong](#)

 [@GreaterGeelong](#)

 [@CityofGreaterGeelong](#)

 [CityofGreaterGeelong](#)



## 2.3. Our Community Plan Quarterly Report – June 2023

**Source:** Strategy, Governance and Corporate

**Chief Legal Counsel,  
Governance and Risk Officer:** Vesna Allan

### Purpose

1. To present Our Community Plan Quarterly Report – June 2023 for consideration and endorsement by Council.

### Background

2. *Our Community Plan 2021–25* is Council's key strategic document which identifies the outcomes and priorities Council will focus its efforts on over the four years, to ensure the social, economic and environmental sustainability of our region. As one of Council's key priorities is improving the health and wellbeing of our community, the municipal public health and wellbeing plan has been integrated with the council plan for the first time.
3. *Our Community Plan 2021–25* is supported by an annual budget and an annual action plan, *Our Community Plan 2021–25 – Annual Action Plan 2022–23*, that highlights the projects, initiatives and programs that will take place within the 2022–23 financial year.
4. This quarterly report provides progress against the one-year actions for the period 1 March 2023 – 30 June 2023. This is the final quarterly report for the *Our Community Plan 2021–25 – Annual Action Plan 2022–23*.

### Key Matters

5. There are 64 actions reported upon in *Our Community Plan 2021–25 - Annual Action Plan 2022–23*.
6. At the end of June 2023, 45 actions were 'complete', one action was 'on track', two action was 'off-track', five actions were 'on hold', one action was 'not started', five actions were 'ongoing' and five actions are not proceeding.
7. Two actions 'off track' :
  - Prepare the Creamery Road and Elcho Road East precinct structure plan and development contributions plans including environmentally sustainable design initiatives; and
  - Develop a 10-year Biodiversity Strategy.

One action 'not started' :

- Develop a formal and centralised health, safety and wellbeing audit program.

### RESOLUTION – Item 2.3

Cr Kontelj moved, Cr Hathway seconded -

**That Council note Our Community Plan Quarterly Report – June 2023.**

**Carried**

**Financial Sustainability**

8. There are no financial implications arising from the subject of this report.

**Community Engagement**

9. The *Our Community Plan 2021–25* quarterly reports are prepared in consultation with Managers, Coordinators and Officers from across the organisation. The report will be made available to our community online through our website after the Council Meeting, with the year end summary appearing in the City's annual report.

**Social Equity and Sustainability**

10. *Our Community Plan 2021–25* recognises the importance of social equity, access and inclusion as a key priority area contributing to the long-term sustainability of our community. The quarterly reports document the work we are undertaking to improve equity, access and inclusion for all.

**Relevant Law/Policy/Legal Implications**

11. The City's activities are guided by the *Our Community Plan 2021–25* which was adopted in accordance with the *Local Government Act 2020* and implementation monitored via the quarterly and annual reports.

**Alignment to Community Plan and Vision**

12. This report aligns with Our Community Plan 2021-2025 strategic priority:  
Healthy, caring and inclusive community.  
High-performing council and organisation.  
Strong local economy.  
Sustainable growth and environment.
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 fast, reliable and connected transport network;  
A leader in developing and adopting technology;  
A prosperous economy that supports jobs and education opportunities;  
An inclusive, diverse, healthy and socially connected community;  
Creative and diverse culture;  
Development and implementation of sustainable solutions;  
People feel safe wherever they are; and  
Sustainable development that supports population growth and protects the natural environment.

**Conflict of Interest**

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

**Risk Assessment**

15. There are no identified risks arising from this report.

### ***Environmental Sustainability***

16. As the organisation and region face considerable environmental challenges, *Our Community Plan 2021–25* outlines the City's priorities in addressing the issues including climate change and waste, increasing population growth and threats to local biodiversity.

### **Attachments**

1. Our Community Plan Quarterly Report June 2023 [2.3.1 - 19 pages]



**THE CITY OF  
GREATER GEELONG**

# **OUR COMMUNITY PLAN 2021–25 QUARTERLY REPORT**

---

**JUNE 2023**



## INTRODUCTION

**At the City of Greater Geelong, we are committed to working together for a thriving community. *Our Community Plan 2021–25* outlines how the City working towards the 30-year community vision to make Greater Geelong a clever and creative city-region.**

The plan tells the community what the councillors are aiming to achieve during their four-year term and guides how we allocate resources so we can deliver infrastructure, services and programs to the community to ensure the social, economic and environmental sustainability of our region.

The four strategic directions we've chosen to guide us are:

- Healthy, caring and inclusive community
- Sustainable growth and environment
- Strong local economy
- High-performing Council and organisation.

As well as the strategic directions, the plan also outlines:

- Desired outcomes – the future state we're aiming for in four years and
- Four-year priorities – the priorities we'll focus on to help achieve our desired outcomes

For the first time we have integrated the Council Plan and Municipal Public Health and Wellbeing plan – so that the health and wellbeing of our community is central to everything we do.

The Plan identifies five health and wellbeing priorities which are:

1. Tackling climate change and its impact on health
2. Increasing healthy eating
3. Increasing active living
4. Demonstrating and promoting gender equity practices
5. Improving mental wellbeing and social connection

*Our Community Plan 2021–25* is supported by an annual action plan and budget which highlight the projects, initiatives and programs that will take place within the financial year to address our four-year priorities.

This quarterly report was developed to provide a transparent update of our performance in delivering the annual action plan.

Actions that support the health and wellbeing priorities have been identified with the relevant health and wellbeing icon:



Tackling climate change and its impact on health



Increasing healthy eating



Increasing active living



Demonstrating and promoting gender equity practices



Improving mental wellbeing and social connection

## STATUS UPDATE

We committed to 64 actions in our Annual Action Plan this year.

At the end of June 2023:

- **one was 'on track'**
- **45 were 'complete'**
- **five were 'on hold'**
  - Increase the amount of social housing by evaluating Council owned land available for development
  - Develop a new Open Space Policy and Strategy to facilitate equitable access to open space across the municipality
  - Finalise the City of Greater Geelong 10-year Economic Development Plan to guide and foster economic growth opportunities for the City
  - Identify innovative cleantech solutions through Procurement for Innovation projects
  - Develop an impact evaluation framework to monitor the contribution of investment in social infrastructure to community health and wellbeing
- **one was 'not started'**
  - Develop a formal and centralised health, safety and wellbeing audit program
- **five were 'not proceeding'**
  - Partner with Wathaurong Aboriginal Co-operative for local actions around Closing The Gap, an initiative which aims to achieve health and life expectation equality for Australia's Aboriginal and Torres Strait Islander peoples
  - Commence planning for a new residential strategy for Central Geelong
  - Commence development of a draft Integrated Transport Plan
  - Construct the Building Better Bike Connections Southern Link Stage 2
  - Launch a major annual live music program in support of day and night economic activation

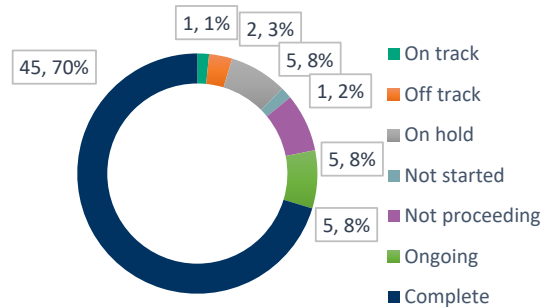
- **two were 'off track'**

- Prepare the Creamery Road and Elcho Road East precinct structure plan and development contributions plans including environmentally sustainable design initiatives
- Develop a 10-year Biodiversity Strategy

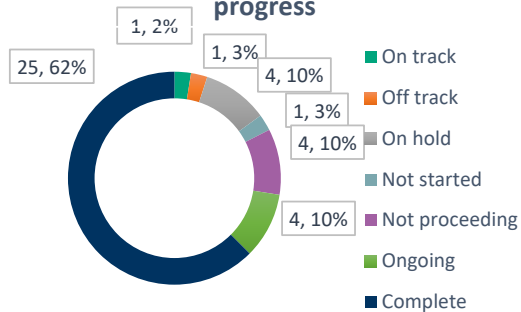
- **five were 'ongoing'**

- Update Council's Healthy Food Policy
- Finalise the new Access and Inclusion Action Plan which outlines actions the City will take to reduce discrimination and promote inclusion of people with disabilities
- Commence construction of a new inclusive play space at Rippleside Park
- Deliver Geelong Design Week 2023 showcasing local designers, creatives and innovators and celebrate Geelong's global recognition as Australia's only UNESCO Creative City of Design
- Build a new website to make information and services more convenient and efficient for our community

Action plan overall progress



Health & Wellbeing priority progress



\* Major initiative




## STRATEGIC DIRECTION 1 HEALTHY, CARING AND INCLUSIVE COMMUNITY

### Desired outcomes







- Our community feels welcome, safe and connected
- Our community has equitable access to health and social services, information and infrastructure
- Healthy behaviours and environments are promoted, supported and accessible






### Four-year priorities

- 1.1 Help our community, recreation groups and volunteers to prosper and grow
- 1.2 Deliver health and community initiatives that are culturally sensitive and accessible across all life stages
- 1.3 Foster and embrace community connectedness
- 1.4 Demonstrate and promote gender equity practices
- 1.5 Foster an inclusive community culture
- 1.6 Facilitate social and affordable housing in Greater Geelong
- 1.7 Provide access to places, spaces and services where and when people need them the most
- 1.8 Strengthen relationships and partnerships with the Aboriginal and Torres Strait Islander communities in Greater Geelong
- 1.9 Support the City's cultural and creative life, history and heritage
- 1.10 Provide facilities that foster and facilitate positive health and wellbeing outcomes
- 1.11 Respond to the findings of the Royal Commissions into aged care and mental health


Four-year priority	2022–23 actions	Progress comment	Status
1.2.1	<i>Implement the Municipal Early Years Plan 2022–25</i> 	Our Executive Leadership Team endorsed the draft Municipal Early Years Plan 2022–25 report and it is now being shared with key stakeholders across our community. The plan assists with ensuring our services provide targeted support for those families and children who need it most.	Complete
1.2.2	<i>Undertake a review of the Livewell Program to ensure it is sustainable and meets the health and wellbeing needs of people aged over 55</i> 	Following a review of the Livewell Program, we identified service delivery changes that we believe will still meet the community's needs, but also recognise operational efficiencies and consistency in offering across the network. We are now working through staff impacts and next steps for consultation with the aim to implement changes by September 2023.	Complete
1.2.3	<i>Update Council's Healthy Food Policy</i> 	We worked with the Institute for Physical Activity and Nutrition (Deakin University) to develop a discussion paper to inform the review and update of the City's Food Policy. The paper considers legislative environments, and barriers and enablers to implementation of the current policy and identifies opportunities for council owned facilities and settings and broader opportunities for a healthy and sustainable food systems strategy in the future. We established an internal food policy working group. A policy has been drafted with engagement to occur in the 2023-24 financial year.	Ongoing

\* Major initiative



Four-year priority	2022–23 actions	Progress comment	Status
1.3.1	<i>Develop an annual action plan for the Vital Communities project</i> 	We developed a draft Vital Communities Annual Action Plan 2023–2024 which outlines key initiatives to help address challenges faced by some of our most socio-economically disadvantaged communities.	Complete
1.3.2	<i>Identify the key safety concerns of the community and articulate the City's role in facilitating a safe Geelong community</i> 	The Community Safety Framework which articulates the City's role in facilitating a safe Geelong community, was adopted by Council in December 2022 and shared internally with key stakeholders. A community safety forum, coordinated by Victoria Police, was held in February and concentrated on the Geelong CBD.	Complete
1.4.1	<i>Develop an annual Ba-gurrk Gender Equity Framework action plan, incorporating actions from the Gender COVID-19 research</i> 	We completed internal engagement as well as external stakeholder sessions including our Health and Wellbeing partners and members from the Women In Community Life Advisory Committee. The annual action plan is progressing and needs to be finalised. The City launched its inaugural <i>Gender Equality Action Plan</i> on 19 September 2022. We developed this plan in response to the Gender Equality Act 2020 to promote and foster intersectional gender equity and inclusion at the City.	Complete
1.4.2	<i>Commence detailed design of gender-neutral facilities at the Leopold Tennis Club</i> 	We have completed design work and expect the construction tender to be awarded in July 2023.	Complete
1.5.1	<i>Finalise the new Access and Inclusion Action Plan which outlines actions the City will take to reduce discrimination and promote inclusion of people with disabilities</i> 	We finalised the development of the new Access and Inclusion Plan which aims to encourage, recognise and promote the elimination of disability discrimination, recognise the rights of people with disability and ensure residents with disability are fully included in community life. We appointed a consultant to assist with the engagement component of the plan. Following an extension from the Minister, the new Access and Inclusion Plan is due for delivery in April 2024.	Ongoing
1.5.2	<i>Develop an annual Multicultural Action Plan which will guide how the City plans for and supports our multicultural community</i> 	We developed a draft Multicultural Action Plan 2023–2024 which outlines the key initiatives to support our multicultural communities who can experience unique barriers to participation including access to information, cultural differences, racism, discrimination, and exclusion.	Complete

Four-year priority	2022–23 actions	Progress comment	Status
1.5.3	Commence construction of a new inclusive play space at Rippleside Park* 	We secured project funding and contracts are being finalised for the detailed design of the all-accessibility play space at Rippleside Park. Construction will commence in early 2024.	Ongoing
1.6.1	Increase the amount of social housing by evaluating Council owned land available for development 	We undertook community engagement on three potential sites for social housing on Council owned land. We also continued to work with both private developers and Homes Victoria to increase the supply of social housing in Geelong on land not owned by the City. Negotiations with private developers and Homes Victoria are ongoing.	On hold
1.7.1	Complete a feasibility study for a program that makes recommendations on how to deliver a safe and inclusive space for young people within central Geelong 	We completed the feasibility study which recommends that the City investigate opportunities for a youth hub in the central business district. We are also in discussions with state government regarding a facility that acts as a safe space for young people from the LGBTQIA+ community.	Complete
1.7.2	Expand our Drop-In Feeding support service (0-3 months of age) to include the Bellarine 	We implemented a newly established drop-in feeding support service at Bop Bop Karong (Barwon Heads). This provides ongoing support to parents and carers in meeting the nutritional requirements of their babies and improving parent/carer confidence and wellbeing.	Complete
1.8.1	Commence working with community on the next Innovate Reconciliation Action Plan 	Work is underway on the development of the City's Innovate Reconciliation Action Plan (RAP). Actions to date include: <ul style="list-style-type: none"> <li>the City registered with Reconciliation Australia to develop the plan</li> <li>an internal RAP Reference Group with First Nations membership established</li> <li>draft Terms of Reference developed</li> <li>planning for community engagement to support the development of the plan</li> </ul> Our Kilangitj Advisory Committee will be briefed on progress of the plan at their next meeting in August 2023. Additionally, delivery of the Innovate RAP will be a key action for the City as part of Our Community Plan Annual Action Plan 2023–24.	Complete

\* Major initiative

Four-year priority	2022–23 actions	Progress comment	Status
1.8.2	<i>Deliver a training and education program in partnership with Wadawurrung Traditional Owners Aboriginal Corporation with a focus on tourism development and cultural awareness strengthening cultural tourism in the region</i>	<p>We provided support to the Wadawurrung Traditional Owners Aboriginal Corporation to:</p> <ul style="list-style-type: none"> <li>• secure funding for a cultural tourism feasibility study and appoint an Arts and Tourism project officer</li> <li>• attend the Indigenous Australian Tourism Conference</li> <li>• develop localised, authentic Aboriginal tourism products and experiences</li> <li>• develop trade ready products with a pilot being delivered during the upcoming cruise season.</li> </ul> <p>We conducted cultural education activities including site tours and a Wadawurrung Education Workshop. The focus of the workshop was to foster education and inspiration. 50 people from the local tourism industry attended. We shared the National Wool Museum and the On The Land - Our Story Retold exhibition story, demonstrating to the local tourism industry a successful collaboration story between Wadawurrung Traditional Owners Aboriginal Corporation and visitor experiences.</p>	Complete
1.8.3	<i>Partner with Wathaurong Aboriginal Co-operative for local actions around Closing The Gap, an initiative which aims to achieve health and life expectation equality for Australia's Aboriginal and Torres Strait Islander peoples</i> 	We met with representatives from the Wathaurong Aboriginal Co-operative and as requested this action has been removed from the Reconciliation Action Plan (RAP). The deliverables will be included in the RAP moving forward but not as part of any Close the Gap initiative. The City actively supports the Wathaurong Aboriginal Cooperative, and other the Aboriginal Health programs and services through the development of family and community initiatives to address access and participation issues for First Nation people across City services facilities and programs.	Not proceeding
1.9.1	<i>Collaborate with Wadawurrung Traditional Owners to conserve, digitise and interpret artworks and artefacts of regional importance from across Council's arts and heritage collections</i>	<p>We continued to collaborate on First Nations projects including:</p> <ul style="list-style-type: none"> <li>• BLUESTONE: 150 Years of Dennys Lascelles Woolstore at the National Wool Museum which has been extended to 1 August 2023</li> <li>• Creation of a mural as part of the Labuan Square redevelopment with YOOKAPA, a First Nations creative program, Wadawurrung Traditional Owner Nikki Mckenzie, First Nations artist Norm Stanley, First Nations students at the Kitjarra Centre (The Gordon), and local community in Norlane. The mural was completed in March 2023.</li> <li>• the NBN Nodes project - commissioned works by Norm Stanley and Jenna Oldaker. Artwork installed June 2023</li> <li>• continued collaboration with artist Deanne Gilson to install ceremonial cloaks on a rotating display in core galleries at the National Wool Museum.</li> <li>• #YourMuseumGeelong, an engagement on the 30 year vision for the National Wool Museum. A report of findings and framework for a business case and future programming – including embedding First Nations at core of program, is due in July 2023.</li> <li>• We the Makers Sustainable Fashion Prize exhibition opened 2 June – showcasing work of Prize Finalist Jasmine-Skye Marinos and her Kaweerr Koorran Dress. Judging Panel included renowned artist and Bidjara man - Dr. Christian Thompson AO.</li> </ul>	Complete

\* Major initiative

Four-year priority	2022–23 actions	Progress comment	Status
		<ul style="list-style-type: none"> <li>Working with Wadawurrung Traditional Owners and Koori Heritage Trust in identifying provenance of First Nations heritage items in the City's collection.</li> </ul>	
1.10.1	<p><i>Commence construction of the Northern Aquatic and Community Hub*</i></p> 	<p>We progressed construction on the Northern Aquatic Community Hub which when complete, will provide state of the art health and fitness facilities for residents in the north and surrounding areas. Pool shells were completed. Tiling and fit out works are underway.</p>	Complete
1.10.2	<p><i>Enhance the City Safe Camera Network (CCTV) across priority neighbourhoods and suburbs</i></p>	<p>We upgraded existing cameras throughout the municipality. They are now operational through a centralised platform. The City's CCTV policy was reviewed by the policy review committee in March 2023 and new Victoria Police memorandum of understanding is currently being finalised.</p>	Complete
1.10.3	<p><i>Complete final concept Stage 2 design of the North Bellarine Aquatic Centre*</i></p> 	<p>Council endorsed the proposal for design and delivery of Stage 2 in November 2022 and was successful in attaining \$40 million in funding commitments from both the Federal and State governments. We are in the final stages of consulting with our community advisory panel and expect to have a recommendation on the final concept Stage 2 design to Council in August/September 2023.</p> <p>A facility concept was endorsed by all members of the Community Advisory Panel on 6 July 2023. A councillor briefing and recommendation for endorsement is now scheduled for July 2023 with the federal funding agreement to be finalised on 9 August 2023.</p>	Complete
1.11.1	<p><i>Prepare Council to make an informed decision about its future in the delivery of in home and community care (under 65s) and aged care (over 65s) services</i></p>	<p>In November 2022, Council was briefed on the federal government's new Support at Home program for future delivery of in-home and community care including the Aged Care Reforms and Royal Commission outcomes and Australian Government response. In the budget the federal government has delayed the commencement of the program until 1 July 2025, although assessment changes will take place from 1 July 2024. More detailed information and further modelling is required to determine the impacts on Council's current service delivery and to inform next steps. Once further information including financial modelling is known, the timelines will be updated.</p>	On track

**LINKS TO THE CLEVER CREATIVE VISION**



AN INCLUSIVE, DIVERSE, HEALTHY AND SOCIALLY CONNECTED COMMUNITY



PEOPLE FEEL SAFE WHEREVER THEY ARE



CREATIVITY DRIVES CULTURE

\* Major initiative



## STRATEGIC DIRECTION 2 SUSTAINABLE GROWTH AND ENVIRONMENT

### Desired outcomes




- We are delivering our vision for sustainable growth across the municipality
- We have a choice of housing and lifestyles to meet the diverse needs of our community
- There are connected transport networks throughout the region that support liveability and prosperity
- Greater Geelong has quality, vibrant public spaces
- We are leading a reduction in community emissions and are increasing the City's resilience to climate change impacts
- We protect and restore our natural environment
- We minimise waste with good design and manage effective recovery of resources



### Four-year priorities

- 2.1 Meet the housing needs of our future community
- 2.2 Meet existing and future transport needs
- 2.3 Create engaging places and spaces
- 2.4 Deliver best practice Environmentally Sustainable Design principles and vibrant neighbourhoods
- 2.5 Achieve carbon neutral in all City-managed operations by 2025 and manage our climate change risks
- 2.6 Support our community and region to reduce emissions and build resilience to climate change
- 2.7 Reduce the impact of waste
- 2.8 Support greater indigenous biodiversity




Four-year priority	2022–23 actions	Progress comment	Status
2.1.1	<i>Commence planning for a new residential strategy for Central Geelong</i>	Although the City commenced detailed scoping and preparation of a brief for consultancy services, this program will no longer be delivered. New external funding opportunities will be investigated during 2023–24.	Not proceeding
2.2.1	<i>Commence development of a draft Integrated Transport Plan*</i> 	Whilst the City commenced development of the draft Integrated Transport Plan, this plan is no longer proceeding. New external funding opportunities will be investigated during 2023–24.	Not proceeding
2.2.2	<i>Construct the Building Better Bike Connections Southern Link Stage 2</i> 	At its November 2022 meeting, Council resolved not to award the construction tender for the southern link of the Building Better Bike Connections project between Central Geelong and Waurn Ponds based on community feedback and trader concerns about the suitability of High Street as part of the route. Council also requested the Chief Executive Officer to instigate a strategic review of the Principal Bicycle Network.	Not proceeding

\* Major initiative

Four-year priority	2022–23 actions	Progress comment	Status
2.3.1	<i>Develop a new Open Space Policy and Strategy to facilitate equitable access to open space across the municipality</i> 	Our existing Social Infrastructure Policy meets the requirement of an Open Space Policy. The Open Space Strategy project is currently on hold due to project resources.	On hold
2.4.1	<i>Prepare the Creamery Road and Elcho Road East precinct structure plan and development contributions plans including environmentally sustainable design initiatives</i>	The draft precinct structure plan for Elcho Road will go to consultation with government agencies in late 2023 due to delays with the drainage network design. Engagement on the Creamery Road development contributions plan has concluded and changes to the future urban structure and infrastructure designs are currently being prepared.	Off track
2.4.2	<i>Review the local planning policy framework in the Greater Geelong Planning Scheme to implement key strategies into the planning scheme</i>	We completed an inception meeting and scoping with consultants. A review of local policy, zones and overlay schedules is currently ongoing and a consultant's report is due end of July 2023. We completed all scheduled works for 2022–23 as planned.	Complete
2.4.3	<i>Engage key stakeholders in setting a future vision and direction ways to connect building occupants to the natural environment (biophilic design principles) and how to embed this in planning and urban design</i> 	We completed a draft business case and conducted co-design workshops in collaboration with Deakin University. A final report has been provided to Council and the project is now complete.	Complete
2.5.1	<i>Develop a plan to transition to low emissions light fleet vehicles</i> 	We currently have 6 electric passenger vehicles and 6 electric vans as part of our fleet with another 27 electric vehicles on order. New charging stations were installed at our depots and Wurriki Nyal. Our aspirational target is to transition our light vehicles fleet to EV by the end of 2025.	Complete
2.5.2	<i>Commence implementation of the new Sustainable Building Policy</i>	We reviewed our Sustainable Building Policy and have noted an opportunity for improved alignment with the long-term asset management plan. We will commence implementation in late 2023.	Complete

Four-year priority	2022–23 actions	Progress comment	Status
2.5.3	<i>Undertake an assessment of City owned gas using infrastructure to support a transition to gas-free operations</i>	We completed a detailed design process to support the replacement of all gas infrastructure at the Kardinia Pool. We also completed facility audits and a feasibility report to inform future plans to transition another 20 City facilities from gas to electric infrastructure.	Complete
2.6.1	<i>Develop a community campaign to raise awareness of the region's climate risks, impacts and responses</i> 	We hosted a Net Zero Forum consisting of a two-day event to share knowledge and collaborate efforts to work towards the City's adopted Net Zero by 2035 community target. The event featured informative workshops and presentations on a wide range of topics related to sustainability and achieving net zero, including electric vehicle preparedness, localised carbon offsets, finance options to improve building efficiencies, greener superannuation options as well as updates on actions within the Council endorsed, Climate Change Response Plan. The forum fostered collaboration among attendees, allowing them to exchange ideas, share success stories, and form partnerships. Climate Change Thinking eLearning Modules, designed to promote a greater awareness and understanding of the City's climate change response, are being trialed and updated with content for different audiences including school aged children.	Complete
2.6.2	<i>Prepare a discussion paper to increase understanding of the health impacts of climate change and the health co-benefits of mitigation and adaptation strategies</i> 	We defined the scope of our role in climate change adaptation and mitigation strategies through theory of change workshops with internal stakeholders. Research that addresses the health impacts of climate change and mitigation strategies was undertaken. A discussion paper has been developed identifying the health impacts of climate change and the health co-benefits of mitigation and adaptation strategies. Recommendations will be finalised in partnership with internal departments next financial year.	Complete
2.6.3	<i>Upgrade to LED street lighting with smart control technology*</i>	Approximately 14,000 existing residential streetlights were converted to LED's and additional compliance upgrades completed. Replacement of main roads lighting has commenced with approximately 1300 lights converted (out of approx. 5000). Supply chain issues with smart control cells has delayed the installation program with main roads lighting now expected to be complete by mid-2024 and decorative lighting 25% complete by June 2024.	Complete
2.7.1	<i>Collaborate with Barwon Water and G21 councils to develop the Regional Renewable Organics Network facility to process the City's organic waste</i>	We continued to participate in a joint steering committee alongside Barwon Water and other regional councils. Barwon Water are continuing to undertake the functional design stage of the project. The Regional Renewable Organics Network will be operational in mid-2025.	Complete
2.7.2	<i>Collaborate with metro Melbourne councils to deliver the Best Waste Practices in Multi Unit Dwellings project to improve recycling in multi-unit developments</i>	The trial for the Best Waste and Recycling Practices in Multi Unit Dwellings project is complete. We continued to work with metro Melbourne councils to improve recycling behaviour based on the project learnings.	Complete

\* Major initiative

Four-year priority	2022–23 actions	Progress comment	Status
2.8.1	Implement the Sparrovale Master Plan phase 1* 	We implemented all Sparrovale Master Plan Phase 1 projects and are now moving to Phase 2. The plan outlines improvements in drainage infrastructure, natural environmental and recreational facilities over the next 20 years, encouraging people to connect with nature. Automated sensors installed by Deakin University indicate that the diversion of water away from the Ramsar wetlands in summer is operating effectively in line with the draft Sparrovale Wetlands Operating Rules.	Complete
2.8.2	Develop a 10-year Biodiversity Strategy 	A draft community engagement report has been prepared and draft State of Nature Reports are being reviewed.  It is anticipated that an internal project briefing and workshop to develop actions will be complete by December 2023 to enable preparation of a draft plan.	Off track
2.8.3	Develop the Southeast Bellarine Coastal Strategy 	Our <i>Southeast Bellarine Coast (4W-Collendina) Coastal and Marine Management Plan 2022–2032</i> was adopted by Council at its October 2022 meeting.	Complete

**LINKS TO THE CLEVER CREATIVE VISION**



SUSTAINABLE DEVELOPMENT THAT SUPPORTS POPULATION GROWTH AND PROTECTS THE NATURAL ENVIRONMENT



DEVELOPMENT AND IMPLEMENTATION OF SUSTAINABLE SOLUTIONS



A FAST, RELIABLE AND CONNECTED TRANSPORT NETWORK



CREATIVITY DRIVES CULTURE



PEOPLE FEEL SAFE WHEREVER THEY ARE

\* Major initiative


## STRATEGIC DIRECTION 3 STRONG LOCAL ECONOMY




### Desired outcomes

- We have a global, national and local reputation as a place to do business – especially in our key sectors
- We have a diversified, future-focused and sustainable economy to drive employment and support growth
- We are an influential Council that builds effective private and public partnerships, taking the lead role in advocating for future investment


### Four-year priorities

- 3.1 Attract and facilitate public and private investment
- 3.2 Promote and leverage the competitive strengths and attractiveness of our region, globally, nationally and locally
- 3.3 Support entrepreneurs, start-ups, innovation, research and digital connectivity
- 3.4 Attract businesses with a carbon neutral and circular economy focus
- 3.5 Support local business resilience and recovery from the impacts of the COVID-19 pandemic
- 3.6 Attract, retain and enable participation in the workforce to meet industry needs
- 3.7 Address high levels of unemployment in targeted areas of our region
- 3.8 Promote our region as a trial location for innovation and new technologies

Four-year priority	2022–23 actions	Progress comment	Status
3.1.1	<i>Finalise the City of Greater Geelong 10-year Economic Development Plan to guide and foster economic growth opportunities for the City</i> 	In December 2022, Council decided to defer development of a draft 10-year Economic Development Plan until the appointment of a new Chief Executive Officer. The plan, once developed, will guide our priorities our priorities to support and grow the economy and help create a sustainable, prosperous future for our community.	On hold
3.1.2	<i>Facilitate employment precinct land development to maintain a diversity of employment areas</i>	The Southwest Employment Land review is complete and will go to Council in late 2023 to coincide with the long term boundary review. The Victorian Planning Authority are leading the Greater Avalon Employment Precinct structure plan. We entered a memorandum of understanding with landowners in the Armstrong Creek North East Industrial Precinct to review the precinct structure plan and development contributions plan.	Complete

Four-year priority	2022–23 actions	Progress comment	Status
3.2.1	<i>Deliver Geelong Design Week 2023 showcasing local designers, creatives and innovators and celebrate Geelong's global recognition as Australia's only UNESCO Creative City of Design</i>	We developed a draft program for Geelong Design Week which is scheduled to take place from 19-29 October 2023.	Ongoing
3.2.2	<i>Develop and implement Business Events Geelong marketing program to represent, showcase and promote the region as a business events destination</i>	We successfully launched the Business Events Attraction campaign in late September 2022. Highlights of the campaign included: <ul style="list-style-type: none"> <li>• 54 conferences attracted to region</li> <li>• 4,798 conference delegates</li> <li>• 12,581 delegate days</li> <li>• \$3.4m estimated economic benefit.</li> </ul>	Complete
3.3.1	<i>Deliver the Fibre in the North project to enable a high-speed optical fibre network, providing community facilities and public spaces with access to ultra-high-speed internet</i> 	We completed fibre works for the northern suburbs and 50 per cent of the fibre works in the Bellarine. The Cultural Heritage Management Plan for Stage 2, Curlewis to Drysdale, is nearing completion with civil works scheduled to commence later in 2023. This project will provide several council operated community facilities, public Wi-Fi and safe city assets with access to ultra-high-speed internet.	Complete
3.3.2	<i>Deliver free public Wi-Fi and enhanced broadband to address gaps in digital access and affordability (Geelong Smarter Suburbs)*</i> 	We completed all scheduled works for 2022–23 as planned. Remaining works are on track (final 10 nodes) and will be scheduled to be completed in 2023–24.	Complete
3.4.1	<i>Commence delivery of demonstration projects to stimulate demand for Cleantech and Circular Economy solutions</i> 	The three projects funded through the Cleantech and Circular Economy Grants remain on track. Geelong Climate Launchpad 2023 commenced a competition for innovators and entrepreneurs with cleantech and circular economy ideas. Delivered in partnership with Climate-KIC Australia, Climate Launchpad provides training, mentoring and pitching opportunities at a state, national and global level to help participants grow their concept into a sustainable business.  The Climate-KIC projects will be present at the NEXUS Cleantech Innovation Festival on the 11 August 2023.	Complete

\* Major initiative

Four-year priority	2022–23 actions	Progress comment	Status
3.5.1	<p><i>Launch a major annual live music program in support of day and night economic activation</i></p> 	<p>Following the success of the pilot Surround Sounds Music Festival in 2022, a four-year vision, Surround Sounds Festival 2023–2027 was developed. The vision aimed to develop and grow the festival leading up to the Commonwealth Games Cultural Program in 2026.</p> <p>The festival will not be held in 2023. Instead, we will focus on the planning and development of a professional and substantial music and arts festival across the municipality in the first half of 2024.</p>	Not proceeding
3.6.1	<p><i>Implement the Regional Industry Sector Employment (RISE) program that supports employment pathways to address Geelong’s disadvantaged areas</i></p> 	<p>We continued to deliver the RISE program with 15 participants graduating in November 2022 and 13 participants graduating in February 2023. The RISE program aims to increase access and reduce barriers to employment opportunities, with some graduates achieving full-time work and apprenticeships in construction, and some participants pursuing other employment options or educational pathways. This program will no longer be delivered by Council and is not included in the 2023–24 budget. We are currently working with a collective of community organisations regarding transfer of the program information and knowledge assets.</p>	Complete
3.8.1	<p><i>Identify innovative cleantech solutions through Procurement for Innovation projects</i></p>	<p>We completed draft specification and expression of interest documentation. The project is currently on hold pending decision by internal senior leadership.</p>	On hold
3.8.2	<p><i>Undertake a review of the City’s digital 3D model and develop a roadmap for ongoing management and enhancement to support a Geelong Digital Twin</i></p>	<p>Digital Twin Victoria, a digital replica of the state, launched in early September 2022. Following a review of the Geelong 3D model, Council successfully obtained funding from the state government’s Digital Planning grant program for an updated 3D model for activity centres across the municipality.</p>	Complete

**LINKS TO THE CLEVER CREATIVE VISION**



A PROSPEROUS ECONOMY THAT SUPPORTS JOBS AND EDUCATION OPPORTUNITIES



A LEADER IN DEVELOPING AND ADOPTING TECHNOLOGY



CREATIVITY DRIVES CULTURE



A DESTINATION THAT ATTRACTS LOCAL AND INTERNATIONAL VISITORS

\* Major initiative

## STRATEGIC DIRECTION 4 HIGH-PERFORMING COUNCIL AND ORGANISATION

### Desired outcomes



- Our services are accessible and meet the diverse needs of our community
- We are acknowledged and recognised as a leading council and organisation
- We have a healthy, safe, inclusive and diverse culture
- We are a financially sustainable and resilient organisation



### Four-year priorities



- 4.1 Enable a customer-focused approach that delivers efficient and responsive service
- 4.2 Communicate and engage effectively with our community to understand their needs and advocate on their behalf
- 4.3 Foster excellence and equity in planning for our growing region
- 4.4 Continue to strengthen our workforce capabilities and culture
- 4.5 Create a more efficient and effective organisation
- 4.6 Develop a digital core of brilliant basic technology that supports better ways of working
- 4.7 Ensure that our employees are safe at work
- 4.8 Focus on economic, social and environmental sustainability

Four-year priority	2022–23 actions	Progress comment	Status
4.1.1	<i>Build a new website to make information and services more convenient and efficient for our community</i> 	We continued work on our new website which is on track for delivery by July 2023. The new website will support the community in their interactions with the City.	Ongoing
4.1.2	<i>Protect the City's digital landscape against cyber security threats by establishing a Risk Management Framework and overarching Cyber Policy*</i>	We established an Information Security Management Systems (ISMS) which uses a systematic approach to managing security-based outcomes against the organisation risk framework and a set of policy and procedures that are documented, implemented, and maintained.  Our Cyber Security Strategy continues to be implemented, with greater focus on risk and compliance management, including reporting and decision making through the appropriate governance structures. Appropriate policies and a risk management framework have now been established.	Complete
4.1.3	<i>Provide the community with an online portal to lodge valuation objections</i>	We provided the community with an online portal to lodge 2022–23 valuation objections as part of the standard Department of Environment, Land, Water and Planning platform. We received 321 valuation objections that are currently being reviewed by the City's external valuer.	Complete

\* Major initiative

Four-year priority	2022–23 actions	Progress comment	Status
4.2.1	<p><i>Ensure Council's Priority Projects are current, communicated to key stakeholders and decision makers and ensure active community engagement in the delivery of these projects</i></p> 	<p>Preparation work for the revision of the Council's Our Priority Projects document is underway following the endorsement of the 2023–24 Council Budget. All 2022 state election commitments for projects in Greater Geelong were confirmed in the 2023–24 state budget. The government relations team is working with MPs and departments, while planning teams are working with clubs/community stakeholders to secure funding agreements.</p> <p>We are actively seeking grant opportunities and aligning funding with priority projects, particularly those projects with government funding commitments which are on hold until affordability is found. Communication with local MPs and both levels of government regarding budgetary restraints has been a focus to ensure transparency and demonstrate our commitment to stakeholder engagement.</p> <p>We hosted funding partners and community stakeholders at key milestone events across numerous projects this quarter including the opening of new facilities at Lara Recreation Reserve and Shell Reserve, Boronggook Drysdale Library, and the commencement of the Beacon Point Shared Trail.</p> <p>Mayor Trent Sullivan and Executive Director Bryce Prosser progressed the City's advocacy with the federal government during a visit to Canberra for the Australian Local Government Association's annual conference. The visit provided an opportunity to present key priority projects to our national decision makers and key bureaucrats.</p>	Complete
4.3.1	<p><i>Develop an impact evaluation framework to monitor the contribution of investment in social infrastructure to community health and wellbeing</i></p> 	<p>Development of an Impact Evaluation Framework for Social Infrastructure has progressed and will be completed concurrent to the development of the Generation 2: Social Infrastructure Plan (anticipated to commence in late 2023).</p>	On hold
4.3.2	<p><i>Implement the City's approach to deliver integrated strategic planning and reporting activities for the municipality (Integrated Municipal Planning Framework)</i></p>	<p>We developed a planning development model and planning catalogue with the view of creating a formal document hierarchy and framework for document development. We designed a process for integrating the way we develop Major Municipal Strategies and Plans (MMSP) at the City. Implementation has commenced by way of changing meeting rhythms and partnering with internal stakeholders to enhance quality of strategies and plans.</p>	Complete

Four-year priority	2022–23 actions	Progress comment	Status
4.4.1	<p><i>Deliver new leadership and culture development programs, coaching and performance improvement, learning resources and events</i></p> 	<p>We continued to deliver leadership and culture development initiatives including:</p> <ul style="list-style-type: none"> <li>business planning masterclasses run on the Social Equity Framework and Gender+ Impact Assessments (GIA+)</li> <li>the LinkedIn Learning pilot program, that will now be an ongoing offering available to all employees. The program, designed to help build technical and leadership capabilities, offers a valuable personal development opportunity for employees looking for growth beyond their current role</li> <li>the Leading Better Together frontline leader program continued. At 30 June, 39 of our scheduled 44 sessions have been run and the program will conclude in August. An evaluation will be completed following the conclusion of the program</li> <li>targeted development for people leaders beginning with Emotional Intelligence assessments and debriefs held across six half day sessions and 29 individual coaching sessions</li> <li>a quarterly Working Better Together event to be held on 20 April 2023 with a focus to support leaders on “Leading through Change”</li> <li>gender equality training for key policy owners and subject matter experts within the organisation</li> <li>a dedicated Learning and Development internal webpage was published showcasing the training and development opportunities available to all employees, including the learning calendar.</li> <li>Walk and Talk Cultural Heritage tours with Wadawurrung Traditional Owners commenced and are scheduled monthly, aligned with induction and available to all employees.</li> </ul>	Complete
4.5.1	<p><i>Develop the City’s approach to addressing customer requests and queries</i></p> 	<p>Our tiered customer service model, which involves multiple tiers of escalating customer service support, was approved and the implementation phase commenced. We will be rolling this out an area at a time and making improvements as we go.</p>	Complete
4.5.2	<p><i>Complete Target Operating Models for Enterprise Program Management Office, Municipal Planning, and Customer and Community</i></p>	<p>As part of our Future Ways of Working Program, we completed the Enterprise Program Management Target Operating Model which will help ensure that we are spending money on the right things at the right time, and that the work is delivered to plan and budget. Both the Municipal Planning and Customer and Community Target Operating Models are completed and being implemented.</p>	Complete
4.5.3	<p><i>Develop the City’s approach for reviewing the delivery of services</i></p>	<p>We developed a central, consolidated service catalogue that outlines the services that the City provides. In addition, a service review roadmap was endorsed by the Executive Leadership Team and will be considered by Council. A review of the City’s services, designed to identify potential service delivery improvements, commenced in February 2023.</p>	Complete

Four-year priority	2022–23 actions	Progress comment	Status
4.6.1	<i>Continue upgrading and modernising the City's digital capabilities</i>	<p>Initiatives delivered to support the upgrade and modernisation of our digital capabilities included:</p> <ul style="list-style-type: none"> <li>• a technical review leading to financial reporting and analytics capability improvements</li> <li>• progressing recruitment for Enterprise architecture, IT Security Risk &amp; Compliance, Digital &amp; Data and IT Operations roles.</li> <li>• high-level discussion on incorporating technology and security governance in the overarching enterprise governance models.</li> <li>• establishment of performance reporting dashboard for IT operational and security metrics.</li> </ul> <p>Redevelopment of the City's website was delayed slightly to ensure smooth transition to operation with planned go-live July 2023 (refer to action 4.1.1)</p>	Complete
4.7.1	<i>Develop a formal and centralised health, safety and wellbeing audit program</i> 	We undertook work within individual divisions to develop suitable assurance programs. Work commenced on a review of requirements in preparation to tender for a new overall health, safety and wellbeing reporting and risk management software solution.	Not started
4.8.1	<i>Review and update the Long-term Financial Plan 2021–31</i>	Our <i>Long-term Financial Plan 2021–31</i> was reviewed and updated as part of the 2023–24 budget process.	Complete
4.8.2	<i>Develop a partnerships model that supports the organisation to develop stronger and effective relationships with community and key stakeholders</i> 	A partnership engagement framework was developed and endorsed by the Executive Leadership Team. Through continued work, changes are occurring in line with this framework, to gain greater visibility into what partnerships activities we conduct, our role and the value of these activities to ensure alignment with our business model.	Complete

\* Major initiative

## 2.4. Birnam Court, Belmont - Finalisation of Special Rates and Charge Scheme SRC 365

**Source:** City Infrastructure  
**Acting Executive Director:** David Greaves

### Purpose

1. For Council to approve the finalisation of the Special Charge Scheme 365 for road construction in Birnam Court, Belmont.

### Background

2. Council resolved its intention to declare the Special Charge at its meeting 22 June 2021 and declared the Special Charge Scheme at its meeting 26 October 2021.
3. The works included road construction and sealing of the court bowl in Birnam Court, Belmont (in-scheme works) and reconstruction of kerb and drainage (out of scheme works). Please refer to **Attachment 1 - Map**.
4. Eight properties benefited from this road upgrade.
5. The estimated project costs were declared at \$138,042.00. This was made up of in-scheme costs of \$78,750.00 for construction and sealing of the road funded by property owners and an out of scheme cost of \$59,292.00 for reconstruction of kerb and drainage funded through councils' capital works budget. The special benefit cost apportionments are shown in **Attachment 2 – Schedule A**.

### Key Matters

6. The works are now complete as shown in **Attachment 3 - Photos**. The final cost of all works was \$120,417.80.
7. The final cost of works is made up of:

	Actual	Estimate	Variation
In scheme (road construction and sealing works)	\$76,737.20	\$78,750.00	-2.5%
Out of scheme (kerb and drain reconstruction)	\$43,680.00	\$59,292.00	-26.3%

**RESOLUTION - Item 2.4**

**Cr Moloney moved, Cr Harwood seconded -**

**That Council:**

- 1. Approve the final costs for Special Charge Scheme for Birnam Court, Belmont SRC 365; and**
- 2. Instruct the Chief Executive Officer to adjust the Special Charge and notify the property owners as shown in Attachment 2, as required by Section 166 of the *Local Government Act 1989*.**

**Carried**

### **Financial Sustainability**

8. With the scheme now complete, the total actual cost of work is \$120,417.80. Made up of in scheme costs for road construction and sealing of \$76,737.20 and out of scheme costs for kerb and drainage reconstruction of \$43,680.60.
- 8.1. Property owner special benefit contributions totalling \$76,737.20 is a \$2,012.80 reduction from the initial estimate (2.5% lower than the estimated amount). This was due to the overall construction, survey and design costs being overestimated in our declaration. Distributed costs for each property owner will now be decreased by \$251.60 resulting in each property contributing \$9,592.15; and
- 8.2. Actual costs for the reconstruction of the kerb, channel and drainage which was funded through Council's capital works program were lower than the estimated \$59,292.00 coming in at \$43,680.60 (26.3% lower than the estimated amount).
9. The Special Charge Scheme can be finalised based on the recommended cost as shown in **Attachment 2 – Schedule A**:
- 9.1. The total cost to deliver works is less than the total estimated at declaration due to lower in scheme and out of scheme costs for design, survey and construction.
10. The final design and construction costs are summarised below:

	<b>Estimate</b>	<b>Actual</b>	<b>Variance</b>	<b>Variance (%)</b>
Scheme cost to owners - in scheme costs	\$78,750.00	\$76,737.20	-\$2,012.80	(2.5%)
City funded upgrades (Kerb & Channel) – out of scheme costs	\$59,292.00	\$43,680.60	- \$15,611.40	(26.3%)
<b>Project Total</b>	<b>\$138,042.00</b>	<b>\$120,417.80</b>	<b>- \$17,624.20</b>	<b>(12.8%)</b>

### **Community Engagement**

11. Levy Notices sent to property owners 8 November 2021.
12. No submissions were received at VCAT.
13. Letter sent to all benefitting property owners on 5 January 2022 to inform of what to expect next.
14. Letter sent to all benefitting property owners on 14 December 2022 to confirm who the contractor will be and when to expect works to commence and cease.

### ***Social Equity and Sustainability***

15. The provision of properly sealed and drained roads provides improved amenity, connectivity, safety for pedestrians and reduced environmental impacts.

### ***Relevant Law/Policy/Legal Implications***

16. The scheme has been prepared in accordance with the Special Rate and Charge provisions of the *Local Government Act 1989* and guided by Council's Special Rates and Charge Policy (2015). The process chart for the implementation of this scheme is shown in **Attachment 4 – scheme process**.
17. In accordance with Council's Special Rates and Charge Policy, with the works completed and all costs aggregated, the next step is for the Council to finalise the scheme. Cost adjustments are in accordance with requirements of the *Local Government Act 1989*.

### ***Alignment to Community Plan and Vision***

18. This report aligns with Our Community Plan 2021-2025 strategic priority: High-performing council and organisation.
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. Sealed roads provide a higher level of service than an unsealed road through reduced dust, mud and improved ride condition.

### ***Environmental Sustainability***

22. The new sealed road provides improved sealed access and amenity as dust, mud and stormwater concerns are mitigated.
23. No significant vegetation removal was required to complete the project. No natural habitats were affected.



### **Attachments**

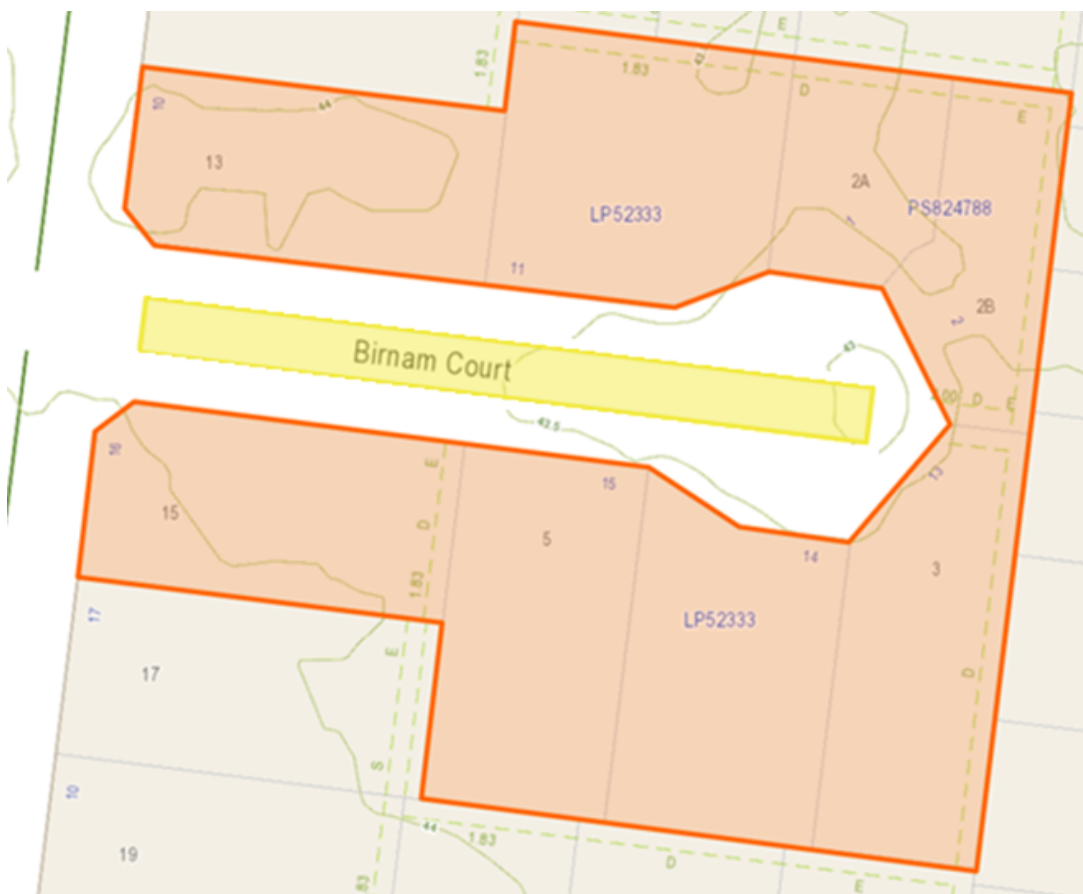
1. Attachment 1 Map of scheme area Birnam Court Belmont SRC 365 Finalisation of scheme D21 3 [2.4.1 - 1 page]
2. Attachment 2 Schedule A Property Cost Birnam Court Belmont SRC 365 Finalisation of sc (2) [2.4.2 - 1 page]
3. Attachment 3 Photos of completed works Birnam Court Belmont SRC 365 Finalisation of schem [2.4.3 - 2 pages]
4. Attachment 4 Scheme Process Birnam Court Belmont SRC 365 Finalisation of scheme D21 33876 [2.4.4 - 1 page]

**Attachment 1**

**BIRNAM COURT, BELMONT – ROAD CONSTRUCTION AND SEALING  
SPECIAL RATE AND CHARGE SCHEME 365**

**MAP OF SCHEME AREA**

Road construction	
Properties included in the scheme	



## Attachment 2

**BIRNAM COURT, BELMONT – ROAD CONSTRUCTION AND SEALING  
SPECIAL RATE AND CHARGE SCHEME 365**

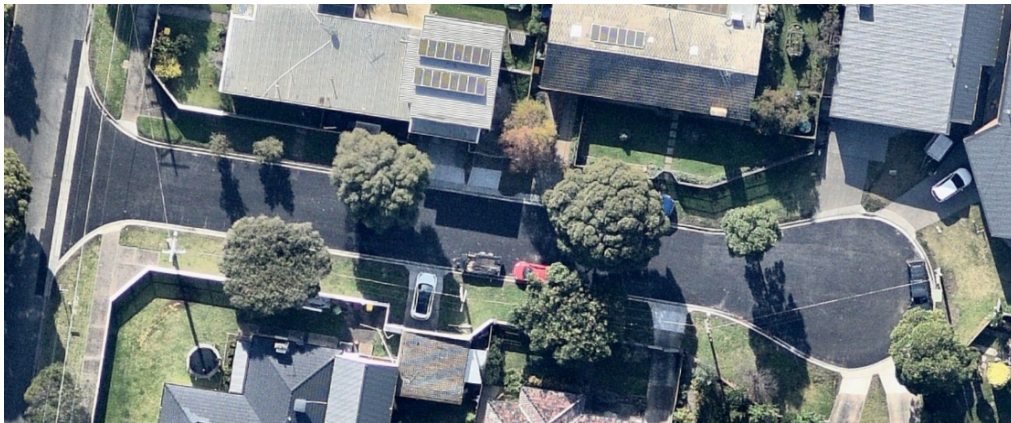
**SCHEDULE A**

<b>Property key</b>	<b>Address</b>	<b>Estimated Cost</b>	<b>Final Cost</b>
226117	15 Eton Road, BELMONT VIC 3216	\$9,843.75	\$9,592.15
226115	13 Eton Road, BELMONT VIC 3216	\$9,843.75	\$9,592.15
221711	5 Birnam Court, BELMONT VIC 3216	\$9,843.75	\$9,592.15
221707	1 Birnam Court, BELMONT VIC 3216	\$9,843.75	\$9,592.15
221710	4 Birnam Court, BELMONT VIC 3216	\$9,843.75	\$9,592.15
221709	3 Birnam Court, BELMONT VIC 3216	\$9,843.75	\$9,592.15
394845	2A Birnam Court, BELMONT VIC 3216	\$9,843.75	\$9,592.15
394846	2B Birnam Court, BELMONT VIC 3216	\$9,843.75	\$9,592.15
	<b>Total</b>	<b>\$78,750.00</b>	<b>\$76,737.20</b>

**Attachment 3**

**BIRNAM COURT, BELMONT – ROAD CONSTRUCTION AND SEALING  
SPECIAL RATE AND CHARGE SCHEME 365**

**PHOTOS OF COMPLETED WORKS**





## Attachment 4

**BIRNAM COURT, BELMONT – ROAD CONSTRUCTION AND SEALING  
SPECIAL RATE AND CHARGE SCHEME 365**

**PROCESS CHART**

<b>Stage</b>	<b>Status</b>	<b>Description</b>	<b>Date</b>
<i>Approval to prepare Scheme</i>	✓	Decision to prepare a scheme following consideration of surveys of property owners and feedback from the community. Scheme preparation involved survey, design and calculating apportionment of cost.	August 2020
<i>Intention to Declare Scheme</i>	✓	Report to Council providing information on scheme including advice of planned advertising of scheme and declaration of charge. Sought Council approval by resolution to proceed with formal process.	22 June 2021
<i>Advertisement</i>	✓	The Scheme was advertised in the local newspaper and all benefitting property owners were notified by mail. This advertisement indicated Council's intention and notification to 'declare' a Scheme.	10 July 2021
<i>Submissions</i>	✓	From the time of advertising property owners had 28 days (as set down by the <i>Local Government Act 1989</i> ) to lodge submissions, either in support or opposition to the Scheme.	9 August 2021
<i>Submissions Review Panel Hearing</i>	✓	One submission was received but this submitter did not wish to be heard by the Submissions Review Panel. This submission was provided as part of the Declaration report.	N/A
<i>Declaration Report</i>	✓	Following the submission review period, Council considered a report on the scheme and proceeded to "declare" the charges in accordance with its advertised intent. Subsequent to this, a declaration levy notice was issued, and a formal charge placed on the property. This was the final step in the process for Council to make a decision on the Scheme.	26 October 2021
<i>Appeal</i>	✓	Property owners had the opportunity to lodge an application with the Victorian Civil and Administrative Tribunal (VCAT) within one month of issue of the levy notice. No submissions were received by VCAT.	N/A
<i>Construction</i>	✓	The City constructed the works. Invoices were issued seeking payment of the estimated cost within one month of commencement.	Commenced February 2023 – completed May 2023
<i>Final Cost Report</i>		At the completion of the works the Scheme is "finalised" considering actual costs incurred and payments are adjusted accordingly.	

## 2.5. Geelong Major Events Annual Report 2022-2023

**Source:** Customer, Community and Economy  
**Acting Executive Director:** Tennille Bradley

### Purpose

1. To provide an overview of the Geelong Major Events Committee (GME) outcomes for the period 1 July 2022 to 30 June 2023.

### Background

2. GME was established as a Council Advisory Committee in 1998 and formalised under section 86 of the *Local Government Act 1989* (Act) in October 1999. That 1989 Act is now replaced by the *Local Government Act 2020*, section 63 Delegated Committees.
3. The continued success of GME to attract and support major events requires an ongoing funding commitment from Council. GME's focus is on attracting and sponsoring major events for the region, based on the economic and reputational outcomes they provide.

### Key Matters

4. Between 1 July 2022 and 30 June 2023, 18 major events supported by GME were successfully hosted in the Geelong Region.
5. The 18 major events stimulated economic activity and provided social benefits to our community. An estimated \$81.3 million of event expenditure was generated in our region from local and non-local sources, which supports the equivalent of an estimated 650 full time jobs in the Greater Geelong region and represents a return on investment of 50:1.
6. The 2022-2023 GME sponsored events also provided additional social benefits for the local community through participation and spectator opportunities, with over 50 percent offering some free public access. Over 757,500 participants and spectators are estimated to have attended the 18 major events (Attachment 1 - Summary of Events Sponsored by GME 2022-2023).
7. GME's calendar of major events was enhanced in 2022-2023 by the biennial Australian International Airshow and the Cadel Evan Great Ocean Road Race. Geelong also welcomed the return of the second White Night to Geelong in October 2022. These three extraordinary events are estimated to have generated an additional \$41,874,257 of event spending in our region this year.
8. As part of the budget efficiencies for 2023 – 2024, the Geelong Major Events budget was decreased by \$300,000. The efficiencies also saw the discontinuation of carry forward funds. Considering existing contracted events of \$895,041 there is a limited amount (\$54,959) available for the procurement of new major events during 2023 - 2024.
9. The GME committee would like Council to consider increasing the 2023-2024 Geelong Major Events budget by \$100,000 to \$1,030,000; and consider increasing the Geelong Major Events annual budget for 2024 – 2027 by \$300,000 to align with previous budget allocation of \$1,230,000.

**RESOLUTION - Item 2.5**

**Cr Aitken moved, Cr Sullivan seconded -**

**That Council:**

- 1. Notes this report providing a summary of the Geelong Major Events Committee outcomes for the 2022-2023 financial year; and**
- 2. Acknowledge the contribution that members of the Geelong Major Events Committee have made over the period.**

**Carried**

### ***Financial Sustainability***

10. The total Council allocation of sponsorship funding of \$1,640,414 paid during the period was within budget. The event expenditure generated by the 18 events staged during the period 1 July 2022 to 30 June 2023 is estimated to be \$81.3 million. This event expenditure is estimated to support the equivalent of 650 full-time jobs in Greater Geelong and represents a return on investment for our community of 50:1.

### ***Community Engagement***

11. GME meetings are currently held on the third Monday of each month commencing at 5.30pm at Wurriki Nyal. Up to six ordinary GME meetings are held annually and are open to the public. The meeting details are advertised in the City News two weeks prior to the meeting date.
12. Each alternate month, the meetings are strategic sessions which allow for informal and strategic discussions with existing and potential event organisers, and event briefings on confidential and commercially sensitive matters.

GME consists of:

- 12.1. Up to four members of Council;
- 12.2. Up to six external representatives of the business/media/arts or events community;
- 12.3. The CEO (or his/her proxy);
- 12.4. The Executive Director of Tourism Greater Geelong & The Bellarine Inc.; and
- 12.5. All members have full and equal voting rights.

### ***Social Equity and Sustainability***

13. GME funding decisions are guided by a Matrix of Events, a GME Funding Criteria and a Geelong Major Events Strategy which ensures a transparent governance process for the allocations and access to funding by the community at large.
14. Major events in Geelong make a significant contribution to the social, environmental and economic well-being of the community. These events can also provide a legacy for the community through redeveloped or newly constructed infrastructure.
15. The events staged within this reporting period provided social benefits for the local community through participation and spectator opportunities, with 11 of these major events offering some level of free public access to the event.
16. It is estimated that approximately 738,200 spectators attended the 18 events staged during the period ending 30 June 2023.

### ***Relevant Law/Policy/Legal Implications***

17. In August 1998, Council established GME as a section 86 Committee under the provisions of the Act to stimulate and encourage events within the municipality.

The objectives of GME are to:

- 17.1. Strive to stimulate and encourage events that offer the best opportunity to provide measurable economic benefits, potential to market Geelong outside the municipality and enhance local community through participation of residents;
- 17.2. Support the development and improvement of hallmark, major and developing events while focusing its activities on a clearly defined strategic program;
- 17.3. Establish and maintain strong links with the private sector, government and our communities to achieve high levels of stakeholder investment and activity required to realise the events potential of Geelong;
- 17.4. GME undertake a range of overarching actions to achieve their objectives including:
  - 17.4.1. A Geelong Major Events Strategy and Business Plan in accordance with terms of reference;
  - 17.4.2. Maintenance of a funding submissions and evaluation process;
  - 17.4.3. The development and attraction of new events; and
  - 17.4.4. The continuous improvement of current events.
- 17.5. Facilitation of state, federal government, and private sector funding whatever possible; and
- 17.6. Recommendations to Council regarding event infrastructure needs.

#### ***Alignment to Community Plan and Vision***

18. This report aligns with Our Community Plan 2021-2025 strategic priority:  
Strong local economy.
19. 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.  
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 management of risks associated with events is an important aspect to protect the community and Council's assets. Significant processes are in place to ensure all events staged in the region have adequate risk and emergency management procedures in place, particularly focussed on the contemporary security threats now facing mass crowd events.
22. All high-risk major events are required to present event plans to Geelong's Events Multi Agency Working Group, which is coordinated by Council's Event Services Unit and chaired by the Victoria Police. During this process, feedback and advice is given to event organisers from the represented agencies and stakeholders on the working group, such as Victoria Police, WorkSafe, CFA and the Municipal Building Surveyor.

### ***Environmental Sustainability***

23. Each application for funding to GME is assessed against a range of criteria including environmental impact.
24. Environmental considerations include energy usage, use of renewable sources, water usage, waste and or recycling generated, traffic congestion, use of non-powered transport options, pollution, destruction or damage to natural environments, event legacies of new or reinvigorated nature and resources. The environmental impact for each event is assessed and where appropriate actions are identified to protect the environment.
25. Council plays a leading role in working with external agencies and event organisers to ensure that environmental implications are appropriately managed.
26. The events staged during this period implemented a range of programs to minimise their environmental impacts, carbon footprint and to proactively provide positive legacies from their events.

### **Attachments**

1. Summary of Events Sponsored by Geelong Major Events 2022-23 [2.5.1 - 1 page]

**SUMMARY OF EVENTS SPONSORED BY GME 2022-2023**

<b>Event Descriptions</b>	<b>Sponsorship Committed</b>	<b>Estimated Economic Benefit</b>
2022 Victorian Teacher's Games	\$30,000	\$922,852
2022 Victorian Gymnastics Championship Series	\$30,000	\$2,122,899
2022 White Night Geelong	\$170,000	\$7,162,289
2022 Geelong Revival Festival	\$194,750	\$3,847,598
2022 Melbourne Renegades	\$70,000	\$1,692,890
2023 Bay Cycling Classic	\$40,000	\$1,329,119
2023 Great Australian Beer Festival	\$60,000	\$1,820,517
2023 Festival of Sails	\$212,273	\$11,646,769
2023 Victorian Open Golf Tournament	\$150,000	\$2,461,074
2023 WNBL (basketball) @ Geelong Arena	\$25,000	\$254,482
Melbourne Storm Rugby @ GMHBA Stadium	\$35,000	\$928,208
2023 U20 & Ivor Burge Aust Junior B'Ball Champs	\$40,000	\$1,545,849
2023 Ironman 70.3 Geelong	\$150,000	\$1,940,415
2023 Head of the Schoolgirls Regatta	\$43,391	\$ 3,280,741
2023 Clarice Beckett @ Geelong Gallery	\$30,000	\$ 2,995,290
2023 National Celtic Festival	\$60,000	\$2,601,446
Cadel Evans Great Ocean Road Race	In-kind	\$10,711,968
2023 Airshow	\$300,000	\$24,000,000
<b>TOTAL</b>	<b>\$1,640,414</b>	<b>\$81,264,406</b>

## 2.6. Councillor Appointments to Portfolios and Committees

**Source:** Strategy, Governance and Corporate

**Chief Legal Counsel,  
Governance and Risk Officer:** Vesna Allan

### Purpose

1. To appoint Councillors to the position of Chair and Deputy Chair for each portfolio (**Attachment 1**).
2. To appoint Councillors to various committees (**Attachment 2**).

### Background

3. Council resolved at the 25 July 2023 Council Meeting to appoint Councillors to various committees and portfolios in alignment with the City's strategic directions of Our Community Plan 2021-25.
4. The extraordinary vacancy in the Bellarine Ward resulted in vacancies in some appointments that are now required to be filled.

### Key Matters

5. The Mayor retains overall responsibility as spokesperson for the Council as required by the *Local Government Act 2020* (the Act).
6. In accordance with section 63 of the Act, Council must appoint at least two Councillors as committee members to a Delegated Committee, one of which must be appointed by the Mayor or Council as Chair.
7. Portfolio and Committee appointments have been updated to address the vacancies created by Cr Stephanie Asher's resignation, and to formally appoint Cr Wilkinson to the nominated portfolios and committees.
8. Councillor appointments to the Portfolios are set out in **Attachment 1**.
9. Councillor appointments to the various committees are set out in **Attachment 2**.

**RESOLUTION - Item 2.6**

**Cr Sullivan moved, Cr Aitken seconded -**

**That Council:**

- 1. Revoke the previous portfolio and committee appointments made by Council resolution on the 25 July 2023;**
- 2. Adopt the portfolios and appoints Councillor Chair and Deputy Chair for each portfolio as set out in Attachment 1 until Council resolves otherwise; and**
- 3. Appoint Councillors and chairs to the various Committees as set out in Attachment 2 until Council resolves otherwise.**

**Carried**

### ***Financial Sustainability***

10. There are no environmental implications associated with this report.

### ***Community Engagement***

11. The assignment of a portfolio to Councillors is considered to provide an effective means for Council to be made aware of the community needs. Portfolio Chairs and Deputy Chairs will provide an important link between the community and the Council for matters of strategic focus for their portfolio.
12. Outcomes of Councillor appointments will be communicated to all relevant stakeholders.

### ***Social Equity and Sustainability***

13. Assigning Councillors to portfolios provides an opportunity to identify and respond to the social needs of the community.

### ***Relevant Law/Policy/Legal Implications***

14. Sections 63 and 65 of the Act allow for the appointment of Councillors to Delegated Committees and Community Asset Committees.
15. Council portfolios will be administered in accordance with Council's Portfolio Protocol.

### ***Alignment to Community Plan and Vision***

16. This report aligns with Our Community Plan 2021-2025 strategic priority:  
Healthy, caring and inclusive community.  
High-performing council and organisation.  
Strong local economy.  
Sustainable growth and environment.

### ***Conflict of Interest***

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

### ***Risk Assessment***

18. Councillors are required to consider the risks and regulatory requirements of any appointment to a Council Committee, including conflicts of interest, confidentiality of information and adherence to the Governance Rules.

### ***Environmental Sustainability***

19. There are no environmental implications associated with this report.

### **Attachments**

1. Councillor Appointments to Portfolios - September 2023 [2.6.1 - 1 page]
2. Councillor Appointments to Committee - September 2023 [2.6.2 - 1 page]

## Portfolios Aligned to Our Community Plan's Strategic Directions

<b>HEALTHY, CARING AND INCLUSIVE COMMUNITY</b>		
<b>PORTFOLIO</b>	<b>COUNCILLOR CHAIR</b>	<b>COUNCILLOR DEPUTY CHAIR/S</b>
<b>ACTIVE SPACES</b>	Cr Kontelj	Cr Wilkinson
<b>CREATIVITY AND CULTURE</b>	Cr Cadwell	Cr Murrhy
<b>INCLUSION AND CARE</b>	Cr Hathway	Cr Moloney
<b>MULTICULTURAL GEELONG</b>	Cr Moloney	Cr Hathway
<b>VETERAN AFFAIRS</b>	Cr Wilkinson	Cr Nelson
<b>SUSTAINABLE GROWTH AND ENVIRONMENT</b>		
<b>PORTFOLIO</b>	<b>COUNCILLOR CHAIR</b>	<b>COUNCILLOR DEPUTY CHAIR/S</b>
<b>ENVIRONMENT AND CIRCULAR ECONOMY</b>	Cr Murrhy	Cr Wilkinson
<b>CITY TRANSPORT</b>	Cr Nelson	Cr Kontelj
<b>CITY PLANNING &amp; HERITAGE</b>	Cr Mason	Cr Cadwell
<b>STRONG LOCAL ECONOMY</b>		
<b>PORTFOLIO</b>	<b>COUNCILLOR CHAIR</b>	<b>COUNCILLOR DEPUTY CHAIR/S</b>
<b>STRONG LOCAL ECONOMY</b>	Cr Aitken	Cr Mason
<b>HIGH PERFORMING COUNCIL</b>		
<b>PORTFOLIO</b>	<b>COUNCILLOR CHAIR</b>	<b>COUNCILLOR DEPUTY CHAIR/S</b>
<b>HIGH PERFORMING COUNCIL</b>	Cr Harwood	Cr Aitken
<b>MAYORAL DUTIES</b>		
<b>PORTFOLIO</b>	<b>COUNCILLOR CHAIR</b>	<b>COUNCILLOR DEPUTY CHAIR/S</b>
<b>ABORIGINAL &amp; TORRES STRAIT ISLANDER (ATSI) PARTNERSHIPS</b>	Mayor	Deputy Mayor
<b>COMMONWEALTH GAMES</b>	Mayor	Deputy Mayor

COMMITTEE	TYPE	REPRESENTATIVE(S)	PORTFOLIO
Geelong Major Events Delegated Committee	Delegated Committee (Section 63)	Cr Nelson Cr Cadwell Cr Mason Cr Aitken	Strong Local Economy
Planning Committee	Delegated Committee (Section 63)	Cr Mason (Chair) Cr Cadwell (Alt) All Councillors	City Planning & Heritage
Bellarine Multi Arts Facility (Potato Shed) Community Asset Committee	Community Asset Committee (Section 65)	Cr Mason (Chair)	Creativity & Culture
Access and Inclusion Advisory Committee	Advisory Committee of Council	Cr Aitken	Inclusion and Care
Ageing-Well Advisory Committee	Advisory Committee of Council	Cr Moloney (Chair)	Inclusion and Care
Audit and Risk Committee	Advisory Committee of Council	Mayor Cr Nelson	High Performing Council
CEO Employment and Remuneration Committee	Advisory Committee of Council	Mayor Deputy Mayor Cr Cadwell Cr Wilkinson Cr Mason Cr Murrhy	High Performing Council
Geelong Heritage Advisory Committee	Advisory Committee of Council	Cr Mason (Chair) Cr Cadwell	City Planning & Heritage
Kilangiti (formerly Karreenga) Aboriginal Advisory Committee	Advisory Committee of Council	Mayor (Portfolio holder as Chair)	Aboriginal & Torres Strait Islander (ATSI) Partnerships
LGBTQIA+ Advisory Committee (new)	Advisory Committee of Council	Cr Hathway (Chair) Cr Mason (Alt Chair)	Inclusion and Care
Multicultural Action Plan Committee	Advisory Committee of Council	Cr Moloney	Multicultural Geelong
Rural and Peri-Urban Advisory Committee	Advisory Committee of Council	Cr Mason Chair Cr Aitken (Alt)	City Planning & Heritage
Submissions Review Panel	Advisory Committee of Council	Cr Harwood (Chair) Cr Aitken (Alt) All Councillors	High Performing Council
Sustainability Advisory Committee	Advisory Committee of Council	Cr Murrhy (Chair) Cr Harwood	Environment and Circular Economy
Women in Community Life Advisory Committee	Advisory Committee of Council	Cr Cadwell (Chair)	Inclusion and Care
Association of Bayside Municipalities	External	Cr Mason (executive) Cr Moloney (Alt)	Environment and Circular Economy
Geelong Art Gallery	External	Cr Cadwell	Creativity & Culture
Geelong Regional Library Corporation	External	Mayor Deputy Mayor Cr Cadwell Cr Moloney	Creativity & Culture
Geelong Heritage Collection Advisory Committee	External	Cr Mason	City Planning & Heritage
G21 Geelong Region Alliance	External	No board representative	High Performing Council
G21 Pillar – Health and Wellbeing	External	Cr Murrhy	Inclusion and Care
G21 Pillar – Cultural and Economic Development	External	Cr Cadwell	Two pillars: Creativity and Culture Strong Local Economy
G21 Pillar – Sustainability	External	Cr Murrhy Cr Harwood (agreed delegate)	Environment and Circular Economy
G21 Managing Growth Advisory Group	External	Cr Mason Cr Cadwell (agreed delegate)	City Planning & Heritage
Municipal Association of Victoria	External	Cr Moloney	High Performing Council
Regional Capitals Australia	External	Mayor	Mayoral duties
Regional Cities Victoria	External	Mayor Deputy Mayor (Alt)	Mayoral duties
Tourism Greater Geelong and The Bellarine Inc	External	Cr Sullivan	Strong Local Economy

## 2.7. Planning Authorisation - Council to Staff

**Source:** Strategy, Governance and Corporate

**Chief Legal Counsel, Governance and Risk Officer:** Vesna Allan

### Purpose

1. To appoint City officers as authorised officers under the *Planning and Environment Act 1987* (P&EA).

### Background

2. City officers are appointed as authorised officers to exercise statutory powers under various Acts and regulations. Appointments as authorised officers are to individual staff members.
3. The P&EA regulates enforcement and is reliant on authorised officers acting on behalf of the responsible authority (Council).

### Key Matters

4. Where there is a specific power within an Act, Council should appoint authorised officers pursuant to that Act. This is the case for the P&EA.
5. **Attachment 1** sets out the Instrument of Appointment and Authorisation under the P&EA and lists the staff member to whom this authorisation applies.

### RESOLUTION - Item 2.7

Cr Mason moved, Cr Cadwell seconded -

**In the exercise of the powers conferred by s 147(4) of the *Planning and Environment Act 1987*, Council resolves that:**

1. **City staff referred to in the Instrument (Attachment 1) be appointed and authorised as set out in the Instrument;**
2. **The Instrument comes into force immediately upon the resolution of Council; and**
3. **The Instrument be signed by the Chief Executive Officer on behalf of Council.**

**Carried**

***Financial Sustainability***

6. There are no financial sustainability implications arising from the subject of this report.

***Community Engagement***

7. Relevant City managers have been consulted regarding this recommended appointment and authorisation.

***Social Equity and Sustainability***

8. There are no social equity sustainability implications arising from the subject of this report.

***Relevant Law/Policy/Legal Implications***

9. The recommended appointment and authorisation of staff members complies with the relevant provisions of the P&EA and the *Local Government Act 2020*.

***Alignment to Community Plan and Vision***

10. This report aligns with Our Community Plan 2021-2025 strategic priority: High-performing council and organisation.

***Conflict of Interest***

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

***Risk Assessment***

12. There are no significant or high risks associated with the subject of this report.

***Environmental Sustainability***

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

**Attachments**

1. Planning Authorisations Council to Staff [2.7.1 - 2 pages]

## **Greater Geelong City Council**

### **Instrument of Appointment and Authorisation**

***(Planning and Environment Act 1987 only)***

## **Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)**

In this instrument "**officer**" means –

**Leeyana Thokala  
Zack Johnston**

**By this instrument of appointment and authorisation** Greater Geelong City Council -

1. under section 147(4) of the *Planning and Environment Act 1987* - appoints the officers to be authorised officers for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and
2. under section 313 of the *Local Government Act 2020* authorises the officers generally to institute proceedings for offences against the Acts and regulations described in this instrument.

**It is declared that** this instrument comes into force immediately upon the resolution of Council.

This instrument is authorised by a resolution of the Greater Geelong City Council on 26 September 2023.

Signed for GREATER GEELONG CITY COUNCIL by  
ALI WASTIE, Chief Executive Officer

---

Chief Executive Officer

Date:

### **3. RECORD OF INFORMAL MEETINGS OF COUNCILLORS**

**Source:** Strategy, Governance and Corporate

**Chief Legal Counsel, Governance and Risk Officer:** Vesna Allan

#### **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 3.1**

**Cr Aitken moved, Cr Murrhy seconded -**

**That Council receive the summary of the informal meetings of Councillors for the period 26 September 2023.**

**Carried**

**INFORMAL MEETINGS OF COUNCILLORS  
(Council Meeting 26 September 2023)**

Informal Meeting Details	Councillor Attendance/Apology	Officer Attendance	Agenda Items	Conflict of Interest Disclosures
<p>Councillor Briefing <b>12 September 2023</b></p>	<p>Crs Sullivan, Aitken, Cadwell, Hathway, Kontelj, Moloney, Murrihy, Nelson, Wilkinson</p> <p><i>Apology : Cr Harwood</i> <i>Leave of Absence: Cr Mason</i></p>	<p>A Wastie (CEO) G Smith (EXEC DIR) S Broadbent (A/EXEC DIR) B Prosser (A/EXEC DIR) R Stevens (EXEC DIR) F Porter (A/EXEC DIR) V Allan (Chief Legal Counsel, Governance and Risk Officer) K Pizzi (MGR) J Douglas (A/MGR) A Brittain (Chief Information Off) J Hurse (MGR) M Tesoro (CO ORD) D Schultz (Chief Financial Off)</p> <p><i>Also Present:</i> <i>Prue Digby, Municipal Monitor</i></p>	<p><i>Presentations:</i></p> <ul style="list-style-type: none"> <li>• Finance Budget Update</li> <li>• Planning Controls for Trees on Private Land</li> </ul> <p><i>Reports</i></p> <ul style="list-style-type: none"> <li>• Bellarine Ward Councillor – Elise Wilkinson – Affirmation of Office</li> <li>• Amendment C278ggee – Marshall Precinct Structure Plan Adoption and Exhibition</li> <li>• Birnam Court, Belmont – Finalisation of Special Rates and Charge Scheme SRC365</li> <li>• Our Community Plan Quarterly Report – June 2023</li> <li>• Geelong Major Events Annual Report</li> <li>• Procurement Policy Exemption – Microsoft Enterprise Agreement</li> <li>• Borrowing Policy Review</li> <li>• Councillor Appointments to Portfolios and Committees</li> <li>• Planning Authorisation – Council to Staff</li> </ul>	<ul style="list-style-type: none"> <li>• Nil</li> </ul>

#### **4. PLANNING DELEGATIONS**

**Source:** Planning and Design  
**Executive Director:** Gareth Smith

##### **Purpose**

1. To provide the schedule of planning permit applications determined under delegation since the last report.

##### **Background**

2. Section 11 of the *Local Government Act 2020* and section 188 of the *Planning and Environment Act 1987* empower Council to delegate its powers, duties and functions under relevant legislation to members of Council staff.
3. Section 63 of the *Local Government Act 2020* and section 188 of the *Planning and Environment Act 1987* allow Council to establish a delegated committee with the power to determine planning permit applications.
4. Council to Staff Instrument of Delegation allows staff to determine planning permit applications where there are less than 6 objections lodged.
5. The Planning Committee's terms of reference provide for determination of planning permit applications where there are 6 or more objections lodged.
6. The City is required by Council to provide information on planning permit applications determined under delegation.

##### **Key Matters**

7. The Schedule attached to this report provides information on the planning permit applications determined under delegation since the last report.

#### **RESOLUTION - Item 4.1**

**Cr Nelson moved, Cr Harwood seconded -**

**That Council receive the information in the Schedule entitled Planning Decisions Report for August 2023.**

**Carried**

## Planning Decisions Report August 2023

App No	Location	Application Type	Decision Date	Description	Authority Description/No of Objectors
PP-1149-2019/A	27 Grosvenor Drive, WANDANA HEIGHTS VIC 3216	Construction of a Dwelling over 7.5m in Height	1/08/2023	NOD - Amended Permit	Decision Making Committee
PP-1192-2022	86 Fenwick Street, PORTARLINGTON VIC 3223	Construction of Eight (8) Double Storey Dwellings	8/08/2023	Grant a Planning Permit	Delegated Authority
PP-234-2023	5 Pakington Street, GEELONG WEST VIC 3218	Use of the Land for Car Sales and Construct and Display Internally Illuminated Business Identification Signage	31/08/2023	Grant a Planning Permit	Delegated Authority
PP-234-2023	5 Pakington Street, GEELONG WEST VIC 3218	Use of the Land for Car Sales and Construct and Display Internally Illuminated Business Identification Signage	1/08/2023	NOD - Planning Permit	Decision Making Committee
PP-509-2022	6 Greenway Court, WANDANA HEIGHTS VIC 3216	Construction of two or more dwellings on a lot (including apartments), and removal of native vegetation (native grasses)	17/08/2023	NOD - Planning Permit	Planning Committee
PP-711-2021	54-60 Earls Road, MOOLAP VIC 3224	Use and Development of a Store	9/08/2023	Permit Issued	VCAT
PP-731-2022	84 Pakington Street, GEELONG WEST VIC 3218	Use and development of a mixed use multi-storey building, including a food and drink premises, offices and waiver of car parking requirement in accordance with the endorsed plans	14/08/2023	Permit Issued	VCAT
PP-754-2022	10 Bendle Street, EAST GEELONG VIC 3219	Construction of Three (3) Dwellings	11/08/2023	Refusal	Decision Making Committee
PP-1005-2022	20 Donax Road, CORIO VIC 3214	Construction of Four (4) Dwellings and Removal of Restrictive Covenant C259469	11/08/2023	NOD - Delegate	3

PP-1070-2022	12 Carmarthen Drive, CORIO VIC 3214	Construction of Four (4) Dwellings	1/08/2023	NOD - Delegate	1
PP-124-2023	48 Isabella Street, GEELONG WEST VIC 3218	Construction of Three (3) Dwellings and Three (3) Lot Subdivision	18/08/2023	NOD - Delegate	2
PP-161-2023	147-159 Whitcombes Road, DRYSDALE VIC 3222	Use and Development of a Dwelling	11/08/2023	NOD - Delegate	1
PP-231-2023	8 Surfers Avenue, OCEAN GROVE VIC 3226	Construction Two (2) Dwellings	15/08/2023	NOD - Delegate	2
PP-237-2023	77-79 Swanston Street, GEELONG VIC 3220	Demolish Front Fence, Construct a Front Fence, Installation of Solar Panels, Alterations and Additions to Existing Medical Clinic and Construct and Display Business Identification Signage	9/08/2023	NOD - Delegate	1
PP-239-2023	5 Craigie Road, NEWTOWN VIC 3220	Construct Two (2) Dwellings and Two (2) Lot Subdivision	15/08/2023	NOD - Delegate	1
PP-379-2023	6 Kurrajong Court, OCEAN GROVE VIC 3226	Construction of Two (2) Dwellings and Removal of Vegetation	29/08/2023	NOD - Delegate	1
PP-388-2023	27 Asbury Street West, OCEAN GROVE VIC 3226	Construction of Two (2) Dwellings and Two (2) Lot Subdivision	29/08/2023	NOD - Delegate	1
PP-391-2023	139-145 Bluff Road, ST LEONARDS VIC 3223	Two (2) Lot Subdivision	31/08/2023	NOD - Delegate	1
PP-417-2022	34-44 Separation Street, NORTH GEELONG VIC 3215	Use and Development of Fourteen (14) Restricted Retail Premises, the Development of Fifty-two (52) Warehouses and associated works, Reduction of the car parking requirement, alteration of access to a Road in a Transport Zone 2 and Variation and Removal of Easements	4/08/2023	NOD - Delegate	2

PP-420-2022	36-38 Barongarook Drive, CLIFTON SPRINGS VIC 3222	Construction of Six (6) Dwellings including one dwelling exceeding 7.5m in height from natural ground level and Reduction of Visitor Car Park Requirement	23/08/2023	NOD - Delegate	2
PP-437-2023	51 Clifton Street, CLIFTON SPRINGS VIC 3222	Construction of a Dwelling over 7.5m in Height	2/08/2023	NOD - Delegate	1
PP-44-2023	19-21 Hermitage Road, NEWTOWN VIC 3220	Partial Demolition and Alterations and Additions to a Dwelling in a Heritage Overlay	21/08/2023	NOD - Delegate	1
PP-455-2023	129 Weller Street, GEELONG WEST VIC 3218	Partial Demolition, Alterations and Additions to an Existing Dwelling in a Heritage Overlay	11/08/2023	NOD - Delegate	1
PP-589-2023	14 Waymouth Street, HAMLIN HEIGHTS VIC 3215	Construct Three (3) Dwellings and Three (3) Lot Subdivision	15/08/2023	NOD - Delegate	1
PP-97-2023	6 Richardson Street, EAST GEELONG VIC 3219	Extension to the Existing Dwelling and Construction of a Second Dwelling and Two (2) Lot Subdivision	2/08/2023	NOD - Delegate	5
PP-994-2022	20 Sweetman Parade, OCEAN GROVE VIC 3226	Construction of Two (2) Dwellings and Two (2) Lot Subdivision, Alteration of Access to Road in TRZ2, and Vegetation Removal	30/08/2023	NOD - Delegate	2

## 5. 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 item.

### 5.1. Procurement Policy Exemption - Microsoft Enterprise Agreement (Confidential)

**Source:** Strategy, Governance and Corporate

**Chief Legal Counsel,  
Governance and Risk  
Officer:** Vesna Allan

**CONFIDENTIAL**

**RESOLUTION - Item 5.1**

**Cr Mason 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 pursuant to 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 the agenda item concerns information and recommendations that would, if prematurely released, be prejudicial to the Council's commercial negotiations and the financial outcome of those commercial negotiation.**

**Carried**

**CLOSE OF MEETING**

**Cr Cadwell moved, Cr Nelson seconded -**

**That the meeting be closed to the public.**

**Carried**

**The meeting was closed to the public at 8.18pm**

**Cr Aitken moved, Cr Nelson seconded -**

**That the meeting be re-opened to the public.**

**Carried**

**The meeting was re-opened to the public at 8.23pm**

**As there was no further business the meeting closed at 8.23pm on Tuesday 26 September 2023.**

**Signed:** \_\_\_\_\_

**Cr Trent Sullivan (Mayor)**

**Date:** \_\_\_\_\_