MINUTES

COUNCIL MEETING

Tuesday 13 December 2022
6:00 pm

City Hall
57 Little Malop Street, Geelong 3220

LIVE STREAMED ON THE CITY'S WEBSITE:

www.geelongaustralia.com.au/meetings

COUNCIL:

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

CITY OF GREATER GEELONG

1. PROCEDURAL MATTERS 3
1.1. Acknowledgement of Country 3
1.2. Apologies 3
1.3. Leaves of Absence 3
1.4. Declarations of Conflicts of Interest 3
1.5. Confirmation of Minutes 4
1.6. Public Question and Submission Time 4
1.7. Petitions 6
2. REPORTS 7
2.1. Youth Council Final Report 2022 7
2.2. Dog Control Orders for Land Managed by Barwon Coast Committee of Management Inc. 17
2.3. Avalon Corridor Strategy 76
2.4. Precinct Structure Planning Program 220
2.5. Community Safety Framework 2022-26 244
2.6. Public Tree Management Policy 272
2.7. Community Life Council Advisory Committees Annual Report 2022 305
2.8. Our Community Plan Quarterly Report - September 2022 323
2.9. Adoption of Amendment C451ggee - Correction of Planning Scheme Anomalies 344
2.10. Councillor Appointments to Municipal Association of Victoria 371
2.11. Planning Authorisation - Council to Staff 374
3. NOTICE OF MOTION 378
4. RECORD OF INFORMAL MEETINGS OF COUNCILLORS 380
5. PLANNING DELEGATIONS 382
6. CONFIDENTIAL 387
6.1. Proposed Lease of Ariston Childcare and Administration Centre (Confidential) 387
6.2. 2022-23 Community Grants (Confidential) 387
6.3. Contract C1600040 Domestic Animal Pound Service (Confidential) 388
6.4. Employment Matters (Confidential) 388

Present: Crs T Sullivan (Mayor), A Aitken, S Asher, B Harwood, E Kontelj, J Mason, B Moloney, P Murrihy

Also Present: K Phyland (Acting Chief Executive Officer), G Smith (Director City Planning and Economy), G Wilson-Browne (Director City Services), R Stevens (Director Community Life), B Prosser (Acting Director Customer & Corporate Services), S McKew (Manager Governance)

1. PROCEDURAL MATTERS

1.1. Acknowledgement of Country

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

Queensland Police Shooting

Cr Murrihy requested a one minute's silence be observed in memory of police officers Constable Rachel McCrow and Constable Matthew Arnold, killed in the line of duty in rural Queensland on Monday, 12 December 2022.

1.2. Apologies

Cr K Grzybek (Leave of Absence), Cr S Mansfield (Leave of Absence), Cr R Nelson

1.3. Leaves of Absence

Cr Mason moved, Cr Murrihy seconded -

That Leave of Absence be granted to Cr Mansfield for the period 13 December 2022 to 19 December 2022, inclusive.

Carried

1.4. Declarations of Conflicts of Interest

Cr Kontelj declared a Conflict of Interest in Agenda Item 2.4 Precinct Structure Planning Program, in that two shareholders/land owners/developers (Alcoa and ABRI) are customers of the company of which Cr Kontelj is a Director.

1.5. Confirmation of Minutes

Cr Asher moved, Cr Aitken seconded –

That the Minutes of the Council Meeting held on 22 November 2022 be confirmed.

Carried

Cr Aitken moved, Cr Asher seconded –

That the Minutes of the Council Meeting held on 1 December 2022 be confirmed.

Carried

1.6. Public Question and Submission Time

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

1. Bernadette Uzelac – Waste Management – Eastern Beach Reserve
2. Judith brooks – Road Safety Concerns – Barwon Terrace, Barwon Heads
3. Warren Chapman – All abilities access at Ocean Grove Main Beach and the use of Beach Markers in the Dog Control Orders

Bernadette Uzelac asked the following questions in relation to Waste Management – Eastern Beach Reserve:

Question 1:
With the visitor numbers to Eastern Beach Reserve expected to increase significantly over the peak summer and Christmas/New Year periods, what plans does Council have to address and manage the predicted increased volume of litter and waste associated with large crowds of day visitors to the Reserve?

Question 2:
Given the predictability of large crowds on hot days, will Council be implementing a plan to increase the number of bins provided and improve the frequency of litter and waste removal from Eastern Beach Reserve to avoid mass littering occurring?

Question 3:
What plans are in place to enable separation of waste materials for recycling and land fill at Eastern Beach Reserve?

Response Questions 1 & 2:

Thank you for your questions, Bernadette.

Measures to manage waste will be put in place this summer to manage large crowds at Eastern Beach. These include:

- *a large skip bin for disposal of hard waste such as chairs, tables and other large items left behind by the public*
- *extra 240 litre wheelie bins in Eastern Beach and other areas*
- *skip bins located around the reserve on key public holidays such as Christmas Day, Boxing Day, New Year's Day and Australia Day*
- *daily waste removal*
- *extra cleaners for peak season*
- *signage to direct public to bin locations*
- *Local Laws patrols, and*
- *CCTV monitoring.*

Response Question 3:

Additional public place recycling bins will be provided to enable the collection of mixed recyclables such as aluminium cans, plastic bottles, cardboard and paper.

Judith Brooks asked the following questions in relation to Road Safety Issues - Barwon Terrace, Barwon Heads:

Question 1:

After a series of consultations and on-site meetings, Bellarine Councillors and officers from Environment and Engineering are well briefed on the safety issues raised by 20 residents of Eddystone Court Barwon Terrace is a narrow, overgrown, and dangerous road servicing vehicles from Eddystone Court. It is currently not fit for purpose and will only get worse as Eddystone Court families grow.

What action is proposed by council and when will it be implemented?

Response:

Thank you for your question, Judith.

The City has arranged for some line marking to be re-painted on the bend, and for some brush cutting to be undertaken as well. The City has also planned for the installation of traffic counters to collect data on volumes and speeds. This data will help the City determine if any changes are needed on Barwon Terrace.

The City will be installing the traffic counters this week and will contact you in January to advise the outcome.

Submission

Bernadette Uzelac submitted a submission in relation to the littering and waste management at Eastern Beach Reserve.

1.7. Petitions

Nil.

Procedural Motion

Cr Asher moved, Cr Kontelj seconded –

That Item 3.1 Notice of Motion – City of Greater Geelong State and Federal Elected Parliamentary Service Recognition Program, be brought forward for consideration.

Carried

Standing Orders

Cr Harwood moved, Cr Kontelj seconded –

That standing orders be suspended for the City of Greater Geelong's State and Federal Elected Parliamentary Service Recognition Program.

Carried

Standing orders were suspended at 6.35pm

Service Recognition – The Hon. John Eren

Council acknowledged the outstanding contribution that retired MP The Hon. John Eren has made not only to this region, but to the state of Victoria. John retired from state politics at the last election, after twenty years in the Victorian Parliament.

The contribution that John has made to the Geelong and Victorian communities is evidenced by the progress and legacy projects that he leaves behind.

Cr Kontelj moved, Cr Mason seconded –

That standing orders be resumed.

Carried.

Standing order were resumed at 6.51pm

2. REPORTS

2.1. Youth Council Final Report 2022

Source: **Community Life**
Director: **Robyn Stevens**

Purpose

1. To note the final report to Council from the Youth Council Advisory Committee 2022.

Background

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

Key Matters

5. Junior Mayor Finn Rowbottom has authored the Youth Council's Final Report to Council (attached) and has included a personal reflection, overview of Youth Council's activities, discussions and work since the third report was provided on 25 October 2022.
6. The final report provides input and advice on areas of importance for young people.
7. The input and advice presented focuses on a Circular Economy, e-thinking Modules, Grants, Bike Tracks and Bike Park Maintenance Schedules.

Junior Mayor Finn Rowbottom provided the gallery with an overview of the Youth Council's Final Report to Council for 2022.

RESOLUTION - Item 2.1

Cr Mason moved, Cr Moloney seconded -

That Council:

1. **Note the final report provided by the Youth Council Advisory Committee 2022; and**
2. **Request the Chief Executive Officer consider the advice relating to a Circular Economy, e-thinking Modules, Grants, Bike Tracks and Bike Park Maintenance Schedules.**

Carried

Financial Sustainability

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

Community Engagement

9. Youth Council has engaged young people in their wards via social media, using polls and questions to validate recommendations and gain required feedback and input.

Social Equity and Sustainability

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

Relevant Law/Policy/Legal Implications

11. The activities of the Youth Council comply with the adopted Terms of Reference (TOR).

Alignment to Community Plan and Vision

12. This report aligns with Our Community Plan 2021-2025 strategic priority:
Healthy, caring and inclusive community.

13. 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

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

Risk Assessment

15. Youth Council provides advice to Council on specific issues relating to young people in our community and does not speak on behalf of the Council or the City. The TOR guides the Youth Council.

Environmental Sustainability

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

Attachments

1. D22 503229 Youth Council Final Report 2022 13 Dec 2022 [**2.1.1** - 8 pages]

THE CITY OF
GREATER GEELONG

YOUTH COUNCIL FINAL REPORT TO COUNCIL 2022

Tuesday 13 December 2022

**JUNIOR MAYOR –
FINN ROWBOTTOM**

CITY OF GREATER GEELONG

Contents

Junior Mayor's Message 3

Introduction 3

Purpose 3

Personal Reflections 3

Events and Opportunities 4

What We Have Learnt 5

Youth Council Advice 6

Conclusion 8

Junior Mayor's Message

INTRODUCTION

Youth Council would like to acknowledge the Wadawurrung people, the traditional owners of the land, waterways, and skies, and pay their respects to Elders past, present and emerging.

Youth Council would like to take the opportunity to thank councillors one last time for their support and mentoring provided throughout the year. Youth Council members value the feedback and advice received from councillors, which has helped shape and inform the recommendations presented in the final Youth Council report for 2022.

PURPOSE

The purpose of this report is to present the Junior Mayor and Junior Deputy Mayor's reflections on their year in Youth Council. It will outline the progress and achievements since the previous report was presented to Council on 25 October and conveys the final pieces of advice Youth Council 2022 would like to provide to councillors on matters of importance for young people.

PERSONAL REFLECTIONS

2022 Junior Mayor - Finn Rowbottom

The Youth Council program has been a highlight of the year, it's created an opportunity for young people to be heard and to have youth voice at the front and centre, where members can provide advice and helpful information on how Geelong can become a more youth enabling community. During our term, Youth Council's foremost priority has been mental health, as it was the first year back to somewhat normalcy without the looming stress of lockdowns, it's clear that the experience of Covid-19 has amplified a magnitude of challenges and difficulties for young people from experiencing social isolation and disconnection to a range of mental health issues. Youth Council have been delighted to progress work on the youth dedicated space for central Geelong as members believe that if young people have access to a space where they are safe, can access services and supports and fun things to do, it will positively affect the mental health of those who use its services. Youth Council is excited about the momentum within the community, the Council and from young people about progressing this work and will be avidly following along next year to hear about the developments in this space.

Youth Council's second major focus has been its environment and sustainability priority area. Members have invested significant efforts in this space, from getting out and participating in litter surveys, to tours of Wurriki Nyal and waste facilities and hearing from multiple guest presenters who have helped shaped the conversations held with councillors and in turn the advice provided via the Youth Council reports.

On a personal note, the Youth Council program has given me an opportunity to harness my confidence after years of challenges and shyness, and I finally feel capable to tackle the world thanks to the extra support from Council staff and Youth Council members. I have learnt to be patient and not to expect changes to happen fast; because when you're a part of a council, it means working together to make the big dreams happen. Overall, the best thing about the Youth Council program has been that adults and people in power are finally listening to us, the young

people! It truly shows that young people are not only considered the future of Geelong, but also acknowledged as the present.

2022 Junior Deputy Mayor Angelle Mackay

The 2022 Youth Council Program has been an extremely enjoyable opportunity. Youth Council members have been lucky enough to hear from experts across multiple fields, sharing their expertise and work. For example, working with the Social Infrastructure Unit in the Youth Hubs Feasibility Study, was a great opportunity to provide our advice and opinions to inform the findings in the study and shape this important Youth Council Legacy Project.

The highlights of this year were many, but a few of my personal favourites included speaking to Annabelle Crabb and Councillor Mansfield for the annual Women's Day celebrations, which was a great experience and one I will remember forever. All members who attended the Growing Up in Cities Workshop with Deakin University would agree that it was a really fun and engaging workshop where participants designed a city and got to reflect about the communities they live in. Members have also attended and participated in various events, forums, workshops, and training opportunities, with GASP's Wear It Purple event being a personal favourite for me.

Youth Council has been an excellent opportunity to formulate and present potential solutions to big problems and has helped us all develop skills in advocacy, increased our understanding of local government and most of all it has been a joy the entire time.

EVENTS AND OPPORTUNITIES

Media and Communications Day

In the September school holidays Youth Council members attended a communication and media day, where the City's media and communications team walked members through a range of tips and tricks about public speaking, presenting, and professionally asking and answering questions. Youth Council members participated in the recording of a Spotify and radio advert for 'the Pulse' and 'Bay FM' which was produced with the help of both young people and Council's Media and Communications team. Members also participated in a short promotional video, to advertise the 2023 Youth Council nominations on social media. This experience was really fun, and everyone enjoyed being involved in the production, and audio recordings. Youth Council would like to thank everyone involved for the opportunity and support. The 2023 Youth Council nominations have now closed, and we are really excited to meet the 2023 group and hear all about their passions and interest areas. The 2022 Youth Council welcome the incoming Youth Council and look forward to working in partnership with them.

Headspace Allyship Event

Headspace recently offered the opportunity for young people who identify with the LGBTQIA+ community, CALD communities and those living with a disability to speak on a panel about being a good ally and what that means to have good supports. The Junior Mayor was invited along with Elliot Nicholas, the Junior Mayor from 2021 to discuss their personal experiences around allyship. Not only did the Junior Mayor share his story but also had the opportunity to learn many things about other community members, especially how to help in times of need. The opportunity reminded guests that although everyone is going through their own journey, we thrive with other people, and it is important that guests were able to listen and reflect on the issues facing marginalised groups and what it means to provide support and help to others. Through this opportunity the panel members felt validated and respected and were very thankful to get the opportunity to share their story for the benefit of others.

WHAT WE HAVE LEARNT

Over the September and October meetings members heard from staff from the Waste Management and Environment team, where they spoke about the waste management processes the City undertakes both internally at Wurriki Nyal and externally throughout the community.

Youth Council learnt that Geelong is the second largest council in Victoria and on a weekly basis 2.2 million bins are picked up, emptied and managed, which demonstrates just how important it is for the City to implement sustainable design into their waste management systems. Youth Council were pleased to hear that the Drysdale landfill waste station is powering 1500 homes by collecting methane gas from the centre and that the City has won a sustainability award for utilising non-recyclable materials to build roads. In Wurriki Nyal, reusable coffee cups and takeaway containers will be supplied in all kitchens throughout the building to encourage staff to reduce their waste from takeaway food and drinks. Paper, food waste, polystyrene, batteries, e-waste and with any luck soft plastics from the building will be recycled with the hope that at least 74% of waste can be diverted from landfill, so it can gain the NABERS 6-star sustainability rating and be the third building in Australia to achieve such a feat. Youth Council is extremely proud of Council's achievements so far, and its ability to be leaders in the sustainability and innovation space. Youth Council would like to celebrate Council's achievements and would like to build on previous advice to progress this important work so the ambitious goals outlined in the Climate Change Response Plan can be achieved.

YOUTH COUNCIL ADVICE

Circular Economy

- For Wurriki Nyal to achieve the 6-star NABERS sustainability rating, Council needs to divert more waste that is collected on site, from landfill. Youth Council would like Council to support a circular economy by collecting and repurposing larger quantities and varieties of waste at Wurriki Nyal. These recyclable materials can then be used to create locally made products for use across the Municipality. Golden Plains Shire has recently implemented this process in the town of Bannockburn where bollards, benches and tables have been made from recycled products that do not rot, split, or crack and need very little maintenance.

Climate Change Thinking e-learning Modules

- Youth Council would like to celebrate the new climate change thinking e-learning modules available to Council staff. To contribute to a knowledgeable, aware, and climate ready City, Youth Council would like to see these modules included as a mandatory educational component of the compliance training package provided to staff. Not only would this highlight the amazing work and achievements of Council within the sustainability and environment space, but would also enable the frameworks, strategies, and plans to be actualised by all Council staff. This approach will assist the City to achieve its sustainability targets and embed climate change thinking across the organisation.

Environment and Sustainability Grants Stream

- Given Council's Climate Change Response plan focuses on creating a coordinated and collective response from an empowered and informed community, Youth Council's third piece of advice is for Council to realign the environment and sustainability grants so that funding is re-distributed and allocated into the 'Climate Change Partnership Fund'. This change will result in an increased number of impactful mitigation projects that can be delivered in our region, creating a community that is better equipped to drive change and innovation while driving down emissions. Youth Council is suggesting the following allocation of funds as per the table below-

Grant	Current allocation	Demonstrated need	Proposed allocation
Environment and Sustainability	$150,000	-$75,000	$75,000
Climate Change Partnership Fund	$100,000	+$130,000	$175,000

- Lastly, across many of the grants streams available at the City, Council has included objectives around improving health and equity in the community. This concept could be applied to environment and sustainability to ensure community members consider environment and sustainability practices across community owned, Council funded projects. This approach provides Council with an opportunity to upskill the community to consider the environmental impact of their projects or events as well as build a well-resourced community that contributes to the delivery of the Climate Change Response Plan.

Bike tracks and Parks

- As demonstrated through the Councillor Connect Mentoring Sessions and using Wangaratta Council as an example, councils all over Victoria are finding ways to activate spaces for bike users. Youth Council would like to continue to advocate for user-built bike jumps at specified bike parks.

Bike Park Maintenance

- Council does an amazing job at maintaining its football ovals, netball and tennis courts; Youth Council is always impressed at how well managed they are. Youth Council want Council to increase the quality of bike park and trail infrastructure for community bike riders, where they can pursue creative outlets, that provide them with access to healthy outdoor spaces where they can exercise, have fun, and ultimately contribute to positive mental health and wellbeing outcomes. Community members currently need to travel to neighbouring Councils to access these spaces, and as the largest regional centre in the State, Geelong could be a leader in this space. Unfortunately, the bike parks and trails Geelong does have are not receiving the maintenance they require, for example - The Hill, BMX tracks next to the fOrT in Stead Park, South Barwon Reserve and Waurn Ponds are all in desperate need of repair, improvements, and maintenance. Youth Council would like Council to review and increase the maintenance schedules for these facilities to ensure they are safe and fit for purpose so that riders have access to safe, fun, and challenging authorised bike trails.

CONCLUSION

Youth Council has been such a memorable experience, it's not just the opportunities that members have received but it's the people behind it all that leaves an important mark on us. The highlights of the year have been very clear; getting to know and to work with fellow passionate Youth Council members, meeting with councillors, while being supported by Council's Youth Development staff.

I would like to first thank the reliable, genuine council officers that have offered to present to us, share their knowledge and seek our advice and feedback this year. Youth Council have received heaps of information and understanding from those willing to deliver their presentations and insights - it has been great to hear from you all.

A big thank you to all the staff behind the scenes that put their time into caring for Youth Council members and creating these experiences and processes to ensure our voice and confidence is developed, heard and amplified. Youth Council have been involved in so much and are thankful for each and every opportunity.

Over the journey, members have received mentoring sessions from councillors where they have received countless pieces of advice, and mentorship, Youth Council would like to thank them for their trust, and generosity in sharing their experiences with us all. It has been a unique experience to speak to our respective ward councillors and create a bond with them where members have been able to share their views and understanding to people who are in positions of power and who are actually listening to young people. Thank you to the Councillor group for being there and for supporting us.

As Junior Mayor, a final thanks goes out to each of the Youth Council members. Each member of Youth Council has demonstrated how they are a capable, dedicated, and passionate member of the Geelong Community and are some of the most strong and unbelievable people on this planet. Geelong is lucky to have them residing here, what Youth Council has achieved by working together to influence the decision-making process has been amazing. Thank you to each of you for making the program so fun.

The Youth Council program would be nothing without the support participants receive from the community, councillors, and staff that show endless appreciation and backing for the program. Thank you all. Youth Council is excited for the 2023 group to commence and wish them all the best in their year on Youth Council.

2.2. Dog Control Orders for Land Managed by Barwon Coast Committee of Management Inc.

Source: **City Services**
Director: **Guy Wilson-Browne**

Purpose

1. To present community feedback following a two-year trial of dog control orders at Ocean Grove main beach and seek authorisation for finalisation of ongoing dog control orders on Crown land managed by Barwon Coast Committee of Management Inc (BCCM) as committee of management.

Background

2. At Council's 21 September 2020 meeting it resolved to support a two-year trial of dog controls on Ocean Grove Main Beach (Area D - Hodgson Street car park to the west end of the promenade as per **Attachment 1**). In the first year of the trial dog walking was allowed on leash on Main Beach from April until December. In the second year of the trial, dogs were prohibited from Ocean Grove Main Beach (Area D) all year. The two-year trial is now complete and ongoing Orders are now required.

3. Dog control orders generate contrasting views between dog owners and non-dog owners. The City seeks to find an appropriate balance that provides areas to safely enjoy the coast for a variety of users, while protecting environmental values.

4. The City and BCCM contracted Kismet Forward to design and independently report on a community survey regarding the trial at the conclusion of each period. Two rounds of engagement are now complete and feedback comparing community experiences of both years of the trial is summarised in **Attachment 2**.

Key Matters

5. A total of 1,976 people provided feedback with 1,139 people responding in year 1 and 837 in year 2. Seventy-six per cent of respondents in both years were dog owners.

6. Feedback in Year 2 indicates 28% would prefer no dogs allowed on Main Beach year-round, 27% prefer dogs on leash on Main Beach during winter period, 44% prefer dogs off leash during winter period. As 76% of people who responded to the survey were dog owners, it can be assumed dog owners prefer lesser restraint on dogs than non-dog owners.

7. Key themes include: Orders are confusing, signage does not support compliance, greater enforcement is required, dogs are important for health and wellbeing and equally, the presence of dogs can negatively impact beach experiences for some people. There were 111 responses to the Year 2 survey that were in support of dog prohibition, indicating that people have a right to enjoy the beach without dogs present, citing previous negative encounters with dogs, safety concerns (especially for children) and fear of dogs.

8. In response to feedback in Year 1 of the trial, the City has employed two additional Animal Management Officers to support monitoring and enforcement of ongoing Orders in all coastal areas across the municipality.

9. Feedback from a range of respondents including aged care and therapeutic surfing providers support a dog free area to minimise risk to participants and carers, and cater for people who are fearful of dogs.

10. The aim is to achieve Orders that are fair, logical and simplified with standardised signage.

11. It is recommended:

    11.1. taking into account extensive community feedback, to support a continuation of the year 2 trial Orders being a dog free area year-round at Ocean Grove Main Beach (Area D); and

    11.2. amend seasonal dates outside of Area D to reduce the summer season by two months to allow greater access for dog walking to the remainder of BCCM managed beaches. This is in response to a Council resolution on 23 November 2021 to simplify and improve Orders including their summer application, community feedback across both years of the trial for greater access for dog walking and to achieve balance for all beach users. The summer period of 1 December to 28/9 February inclusive of Easter also aligns with regulations of adjoining coastal jurisdictions.

12. Council has the power to make the Orders under section 26 of the *Domestic Animals Act 1994* without the consent or approval of BCCM. However, to foster positive working relationships between Council and BCCM with respect to dog control orders, Council will seek BCCM's in-principle support to the proposed Orders and if such in-principle support is not provided, the existing Orders made under the resolution of Council dated 26 May 2020 will remain in effect. This approach is consistent with the City's Domestic Animal Management Plan 2022-25 which states that "*dog control orders are determined by a joint approach with the relevant authority and Council*", that the City will "*work in partnership with coastal management committees to develop new local dog control orders for their designated areas in line with community expectations*" and further, that dog control orders are designed to "*balance the needs of all public space users, wildlife and the environment*".

13. The authorisation of the making of the Order will complete the process of legitimising ongoing dog control Orders on all BCCM managed land. The proposed Orders are included in this report as **Attachment 3** with a map depicting all Orders as **Attachment 4**.

RESOLUTION - Item 2.2

Cr Asher moved, Cr Mason seconded -

That Council:

1. **Note the community feedback of the two-year trial of the Ocean Grove Main Beach (Area D) Dog Controls (Attachment 2);**

2. **Subject to receiving the in-principle support of Barwon Coast Committee of Management Inc (BCCM), makes an Order under Section 26(2) of the *Domestic Animals Act 1994,* for Crown land managed by BCCM, as set out in Attachment 3, which includes a year-round prohibition of dogs on Ocean Grove Main Beach (Area D in Attachment 1) and amends the seasonal dates for all land managed by BCCM outside of Area D, as detailed in Attachment 3);**

3. **Note that any resulting Order will be published as required by Section 26(3) of the *Domestic Animals Act 1994;* and**

4. **Note a joint initiative to improve signage with BCCM.**

Carried

Financial Sustainability

14. Officer presence has a positive impact on compliance to dog control orders, however current resourcing levels do not allow for additional patrols. The BCCM currently fund approximately 0.4 of a City Environmental Ranger. There was strong community feedback that increased City officer presence along the coast is required to effectively monitor and educate the community.

Community Engagement

15. The 2019-2020 community engagement process on dog control orders highlighted a preference for an area of the beach set aside as dog free all year. BCCM identified Ocean Grove Main Beach as a suitable location for this purpose.

16. A two-year trial of conditions on Main Beach was agreed, with community engagement to be undertaken at the completion of each year to understand community experiences of the trial. The City and BCCM contracted Kismet Forward to design and independently report on a community survey for this purpose, which was open to the community for 6 weeks across August and September each year.

17. Year 1 (Y1) received 1139 responses and 1 written submission, year 2 (Y2) received 837 responses and 5 written submissions. A summary of feedback has been provided by the consultant **(Attachment 2)** and considered to inform decision making.

18. 76% of respondents in each year were dog owners and most visited Area D. The 3:1 ratio of dog: non-dog ownership among respondents was reflected in in 22% (Y1) and 28% (Y2) of respondents preferring that dogs be excluded from Main Beach. It can be assumed that dog owners are less likely to support conditions that limit or prohibit dogs than beach users who do not own dogs. There was however evidence in responses from dog owners that they are frustrated at the poor behaviour of other dog owners not following the trial Orders or controlling their dogs effectively.

19. Y2 survey feedback on dog prohibition was as follows; people have a right to enjoy dog-free beaches (number=11) | I feel safer with a dog-free section (number=95) | I have a better beach experience because of dog exclusion (number=95).

20. Key themes emerging from Y2 survey were in the areas of health and wellbeing, previous bad behaviour by dog owners, equity and resident rights and enforcement, education, and signs.

21. Generally, there are low levels of compliance to dog orders in the area. Inadequate enforcement of restrictions was frequently raised by both dog owners and non-dog owners. There is support for greater levels of monitoring, officer presence and enforcement by way of infringements. This feedback is consistent with the greater than 80% of respondents to both years of the survey who reported they had not encountered an animal management officer in the area.

22. Responses to both years' surveys suggest dog control signs were a cause of confusion to many. Signage was reported to be inconsistent, not easy to understand and caused confusion as to what restrictions applied in various locations. This feedback will be addressed with a review of signage jointly undertaken by the City and BCCM, with agreement to standardise signage across the region and ensure signage is simplified and placed in logical locations to support community understanding and Officer enforcement.

Social Equity and Sustainability

23. The aim of the Order is to provide appropriate access to the coast for the entire community, including a balance between those with dogs and those without.

24. The recommended dog prohibition area is 805m long and will provide an opportunity for beach recreation without the presence of dogs year-round. This leaves approximately 9km of beach available for dog walking from Ocean Grove Spit to Point Lonsdale, in addition to approximately 5km of shared coastal paths.

25. The proposed dogs prohibited area includes ramped access, as does the dogs off leash area at Hodgson Street, this allows accessibility to the beach for those with or without dogs.

26. Guide dogs are allowed within the dog free areas as they are exempt from Orders under the *Domestic Animals Act 1994*.

27. By approving the proposed Order, BCCM and the City will deliver safe and accessible public spaces for all to use and aim to reduce dog-related incidents.

Relevant Law/Policy/Legal Implications

28. The City's Domestic Animal Management Plan 2022-25 states that "dog control orders are determined by a joint approach with the relevant authority and Council" and that the City will "work in partnership with coastal management committees to develop new local dog control orders for their designated areas in line with community expectations" and further, that dog control orders are designed to "balance the needs of all public space users, wildlife and the environment".

Alignment to Community Plan and Vision

29. This report aligns with Our Community Plan 2021-2025 strategic priority:
Healthy, caring and inclusive community.

30. 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.
People feel safe wherever they are.

Conflict of Interest

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

Risk Assessment

32. By implementing enforceable Orders on the subject land, Council can minimise risk and improve safety by minimising the occurrence of negative or dangerous incidents involving dogs.

33. Dog control Orders on BCCM Crown land have been the subject of community interest for the past three years since initial community engagement in 2019. It is important the City remain objective and support BCCM in their dog control orders to achieve a balanced outcome for the community and bring finality to the matter.

Environmental Sustainability

34. The proposed Orders consider environmental values of BCCM managed Crown land in the policy context of marine and coastal management, and where appropriate includes access restrictions to protect areas of environmental significance. This is a key objective of the proposed Orders.

Attachments

1. Main Beach Pic - Area D [**2.2.1** - 1 page]
2. Barwon Coast Dog Orders Trial Yr 2 Survey Report (002) [**2.2.2** - 47 pages]
3. BCCM Section 26 Council Order December 13 2022 (1) [**2.2.3** - 4 pages]
4. Barwon Coast Dog Control Zone Map 2022 [**2.2.4** - 1 page]


8th Avenue
9th Avenue
10th Avenue
11th Avenue
12th Avenue
13th Avenue
14th Avenue
15th Avenue
20th Avenue
21st Avenue
22nd Avenue
23rd Avenue
Main Drive
2nd Avenue
1st Avenue
4th Avenue
3rd Avenue
Sweetman Parade
Baker Street
Orton Street
Field Street
Osborne Street
Instkip Street
The Esplanade
Surf Beach Road
Barwon Heads - Ocean Grove Road
Presidents Avenue
Governors Place
Lookout Road
Hodgson Street

Ocean Grove Main Beach
Dog Controls Trial Year 2
Independent Report of Community Consultation
October 2022



Report prepared for Barwon Coast and City of Greater Geelong

Using this document

Discretion should be exercised in making decisions based on the data in this report. Kismet Forward was engaged to prepare this report based on feedback received from respondents to two surveys distributed and promoted by Barwon Coast and the City of Greater Geelong. Significant effort has been made to accurately reflect the contributions of people who participated in this consultation.

This report provides an independent summary of the feedback received, which by its nature is subjective and not always consistent. It cannot *necessarily* be construed as an accurate reflection of the weight of broader community or stakeholder opinion. The report does not provide recommendations or opinions of the consultancy team, and no formal statistical analysis or fact-checking of statements has been undertaken.

This report has been prepared in line with the scope provided by Barwon Coast and The City. Kismet Forward does not accept responsibility for any third party's use or reliance on this report.

Abbreviations and terms used

Barwon Coast	Barwon Coast Committee of Management
Dog Owners	Respondents who visit Ocean Grove Main Beach and either own a dog or exercise someone else's dog
Main Beach	Ocean Grove Main Beach
n	The number of people who answered a question
Respondent	Someone who completed a survey
The City	City of Greater Geelong
The trial	The 2-year Dog Control Trial at Ocean Grove Main Beach
Y1	The survey that was conducted during the first year of the Dog Control Trial (2021)
Y2	The survey that was conducted during the second year of the Dog Control Trial (2022)
Y1Q	A question that was asked in the first survey (2021)
Y2Q	A question that was asked in the second survey (2022)

Prepared by Jennifer Lilburn, Director, Kismet Forward (jen@kismetforward.com.au)

Kismet Forward provides specialist advice and support in community engagement, facilitation, conflict management coaching, program logic, strategy, evaluation, training and project management. Further information can be found at www.kismetforward.com.au

Acknowledgement of Country

We acknowledge that this consultation took place on Wadawurrung Country. We recognise the Wadawurrung people's unique ability to care for Country and their deep ongoing spiritual connection to it.

We honour their Elders past, present and emerging and extend this respect to all Aboriginal and Torres Strait Islander people.

'Warri' was produced by Wadawurrung artist Billy-Jay O'Toole. It represents the lands, seas and skies of the Barwon Coast area of management and the many people involved in caring for the coast.



Table of Contents

Acknowledgement of Country 3
Executive Summary 5
Introduction and background 7
Engagement and promotions 8
Who contributed feedback 13
What we heard 15
- Submissions 15
- Surveys 15
- Profile of Ocean Grove Main Beach use 16
- Reasons for visiting Main Beach 20
- Reasons for not visiting Main Beach 21
- The dog controls trial 22
- Impact of the trial 24
- If dogs return to Main Beach 26
- Implementation of the trial 28
- Signs, promotion and enforcement 29
- Ranger presence 31
- Other Feedback 32

Appendix A: Survey promotion 34
Appendix B: Full survey: Year 1 (2021) 38
Appendix C: Full survey: Year 2 (2022) 42
Appendix D: Residential location of respondents 46

Executive Summary

Barwon Coast and the City consulted on dog controls in 2019-2020, and more than 1700 community members provided feedback. Responses highlighted the need for an area of beach to be set aside as dog-free all year round. Barwon Coast determined that Ocean Grove Main Beach ('Main Beach'), a high-use activity node, was the most suitable location. This area comprises 5% of Barwon Coast's management area and is approximately 805 metres long (see Figure 1).

To determine arrangements that best suit community members, a two-year trial was conducted at Main Beach:

- Year One (2021) - dog walking was allowed on a leash from 1 May to 30 November and prohibited for the remainder of the year.
- Year Two (2022) - dog walking is prohibited for the entire year.

A survey was conducted during August/September 2021 and 2022 to gauge community reactions to the trial. 1139 responses (and one mailed submission) were received in Year 1. 837 responses were received in response to the Year 2 survey, along with seven emailed submissions.

Each year 76% of respondents were dog owners, and almost all were Main Beach visitors. Most go there several times a week in the mornings to exercise, spend time with others, or recreate. In Year 1, the few who did not visit the beach mainly made this decision because of animal-related concerns or because Main Beach is not their closest or preferred. In Year 2, the primary reason for not visiting Main Beach was a preference for another beach area where they could walk their dog.

When asked how they felt about the controls during the trial, a little under half of the respondents each year said they would prefer dogs to be allowed off-leash under effective control from May to November. There was a 6% increase in respondents (from 22% in Y1 to 28% in Y2) preferring that dogs be excluded from Main Beach.

During Year 2, 14% more of the total respondents had noticed (or were expecting) a different beach experience or visiting habits due to the trial. 69 (Y1) respondents said it was worse, and 175 said they would use Main Beach less. In Year 2, 144 said they were visiting it less. 56 (Y1) respondents said their beach experience was better; 95 said they felt safer in Year 2.

Many suggestions were provided to improve the effectiveness of signs and community understanding and compliance. 82% (Y1) and 84% (Y2) of respondents said they had not seen an Animal Management Officer or Ranger in the previous 12 months.



Figure 1: Ocean Grove Main Beach, showing the location of the trial

Introduction and background

Barwon Coast Committee of Management ('Barwon Coast') is appointed by the Victorian State Government to manage 19kms of coastal Crown land adjacent to Ocean Grove, Barwon Heads, 13th Beach and Breamlea. The City of Greater Geelong ('the City') is responsible for enforcing dog controls in this area under the *Domestic Animals Act 1994*. New dog controls were approved and came into force on 1 January 2021.

Barwon Coast and the City consulted on dog controls in 2019-2020, and more than 1700 community members provided feedback. Responses highlighted the need for an area of beach to be set aside as dog-free all year round. Barwon Coast determined that Ocean Grove Main Beach ('Main Beach'), a high-use activity node, was the most suitable location. This area comprises 5% of Barwon Coast's management area and is approximately 805 metres long (see Figure 1).

To determine arrangements that best suit community members, a two-year trial was conducted at Main Beach:

- Year One (2021) - dog walking was allowed on a leash from 1 May to 30 November and prohibited for the remainder of the year.
- Year Two (2022) - dog walking is prohibited for the entire year.

In August/September 2021 and 2022, Barwon Coast and the City sought community feedback on opinions and experiences of the trial. Geelong-based engagement consultant Kismet Forward was contracted to independently report on a community survey to capture this feedback. The report of findings on the first year of the trial can be found on the City's website[1].

This report details and compares the feedback received in both years of the trial.

[1] https://yoursay.geelongaustralia.com.au/ocean-grove-main-beach-dog-controls-trial

Engagement and promotions

Year 1

A 32-question survey was developed on Survey Monkey and promoted and distributed by Barwon Coast and the City as described below. It was open from 18 August until 26 September 2021.

- The 'Have Your Say' Page on the City's website
- Media releases 23 August, 6 and 7 September, resulting in coverage in
  - Herald Sun 20 August
  - Geelong Advertiser 20 August
  - Geelong Independent 10 September
  - Bellarine Times 26 August and 16 September
- A flyer was sent to six local schools for their newsletter
- Six signs were posted around Ocean Grove Main Beach
- Advertisements
  - 'City News' in Times News Group, Geelong Independent (3 and 10 September) and Geelong Advertiser (11 September)
  - Bellarine Times 26 August and 28 September
  - Bellarine Times Mayors Column 2 September
  - Ocean Grove Voice 27 August, 10 and 20 September
  - Talking Heads 3 September
- Facebook posts
  - 20 August (reach = 12,810, engagements = 275 including 28 shares)
  - 24 August (reach = 534, engagements = 66)
  - 7 September (reach = 233, engagements =22)
  - 22 September (reach = 2288, engagements = 65)
- Instagram post 24 August (reach = 4037, engagement = 106 including 6 shares)
- Direct emails were sent to:
  - 235 community members who had expressed an interest in dogs or contacted Barwon Coast via previous engagement or with relevant complaints
  - 55 other stakeholders, including local coastal community recreation and environmental groups, local business and community associations, coastal commercial activity and tour providers, Traditional Owners, adjacent land managers, local vets and coastal caravan park guests.

Due to Covid-19 restrictions, community drop-in sessions scheduled for 8 and 11 September 2021 were cancelled.

Examples of promotional materials are included in Appendix A.

Year 2

A 23-question survey was developed on Survey Monkey. It mirrored the survey distributed in Year 1, with adaptations to make it relevant to the dog prohibition in Year 2. The survey was promoted and distributed by Barwon Coast and the City as described below. It was open from 10 August until 26 September 2022.

- An update ('EDM') was emailed to 548 Barwon Coast Community Newsletter recipients on 10 August, including community members who had expressed an interest in dogs or contacted Barwon Coast via previous engagement or with relevant complaints, local coastal community recreation and environmental groups, local business and community associations, coastal commercial activity and tour providers, Traditional Owners, adjacent land managers, local vets, coastal caravan park guests and general community members interested in coastal management or Barwon Coast projects (opened by 230 and clicked by a further 134 recipients)
- The 'Have Your Say' Page on the City's website
- The Community Engagement Project Information page on the Barwon Coast website (1156 visitors)
- A media release on 10 August, resulting in coverage in Geelong Advertiser, Ocean Grove Voice, the Times News Group and on radio KRock and Bay FM
- Five signs were posted around Ocean Grove Main Beach
- Facebook posts:
  - 10 August (reach = 2261, engagements = 23 including 5 shares)
  - 17 August (reach = 920, engagements = 4 including 2 shares)
  - 22 August (reach = 1121, engagements = 5 including 4 shares)
  - 18 September (reach = 1427, engagements =6)
  - 25 September (reach = 136)
- A brochure detailed dog control zones for all areas along the Barwon Coast
- Advertisements
  - 'City News' in Times News Group, Geelong Independent and Geelong Advertiser
  - Bellarine Times 25 August
  - Ocean Grove Voice 25 August
  - Talking Heads 1 September
- Community drop-in sessions were held on 20 and 23 August. Approximately 100 people attended over the two days; all were encouraged to complete the survey via onsite tablets. (see Figure 2)

Examples of promotional materials are included in Appendix A.



Figure 2: Community drop-in session in 2022, with participants discussing the trial

The survey (Years 1 and 2)

The surveys conducted each year included question logic.

Year 1 survey

In Year 1, respondents were asked different questions according to whether they visit Main Beach, own a dog (or exercise someone else's), and, if so, how often they visit Main Beach with the dog. Respondents who said they didn't visit Main Beach (with or without a dog) were asked why. Beach users were asked how often they visit and at what times of the day/week and year they do so.

All respondents were asked about the Year 1 Trial, including whether they agree with it, whether it has resulted in a change in beach visiting habits, and whether they had observed various positive and negative dog/owner behaviours. All respondents were also asked about the signage, promotion and enforcement of the dog controls.

The survey questions and logic for the Year 1 trial are shown in Figure 3; the full survey is included in Appendix B.

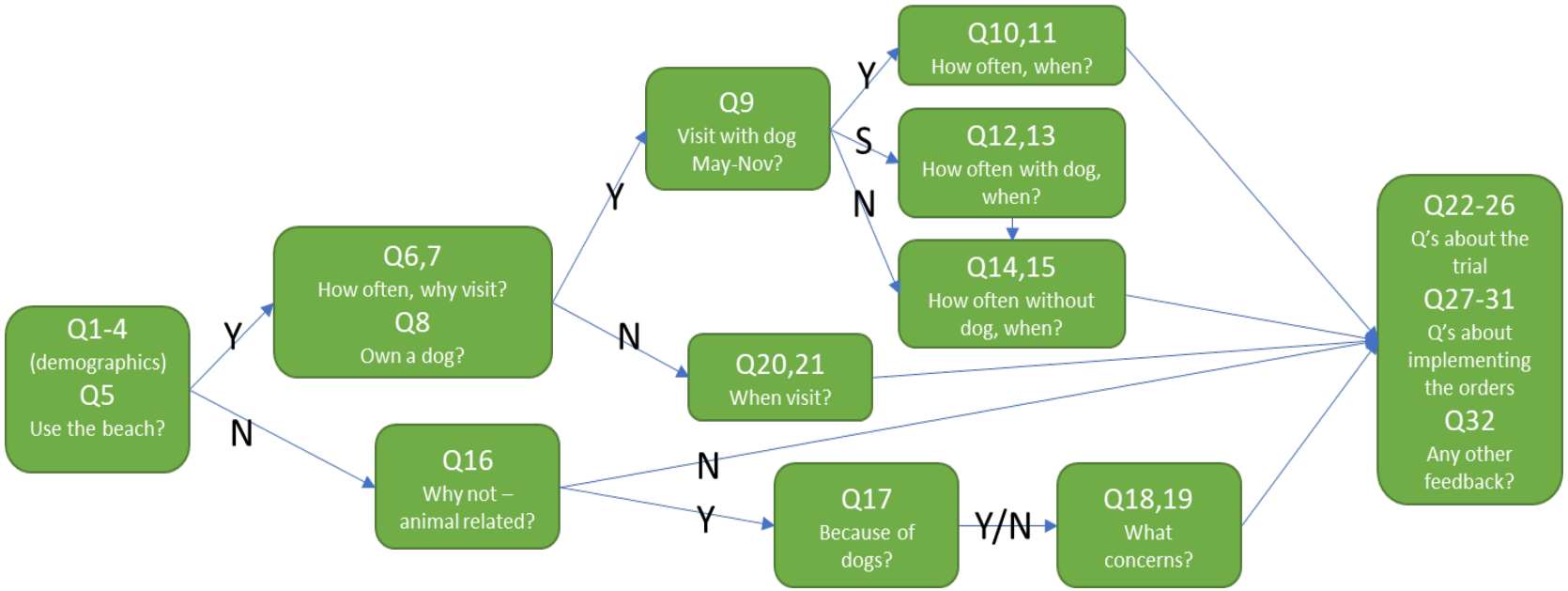


Figure 3: Survey logic and question summary (Year 1). Respondents were asked between 17 and 24 questions, depending on whether they answered 'Yes' (Y), 'No' (N), or 'Sometimes' (S) to various questions. All Year 1 questions are detailed in Appendix B

Year 2 survey

As dogs were excluded from Ocean Grove Main Beach in Year 2, some questions asked in Year 1 were not repeated.

Depending on whether they currently visit Main Beach, different questions were asked of respondents. Respondents who said they didn't visit Main Beach were asked why. As Year 2 prohibited dogs at Main Beach, response options included whether they were walking their dog elsewhere. They were asked to explain if their reason for not visiting Main Beach was related to concerns about animals.

All respondents were asked if they had any concerns if dogs are allowed to return to Main Beach.

All respondents were also asked about the Trial, repeating questions from Year 1.

The Year 2 survey questions and logic are shown in Figure 4; the full survey is included in Appendix C.

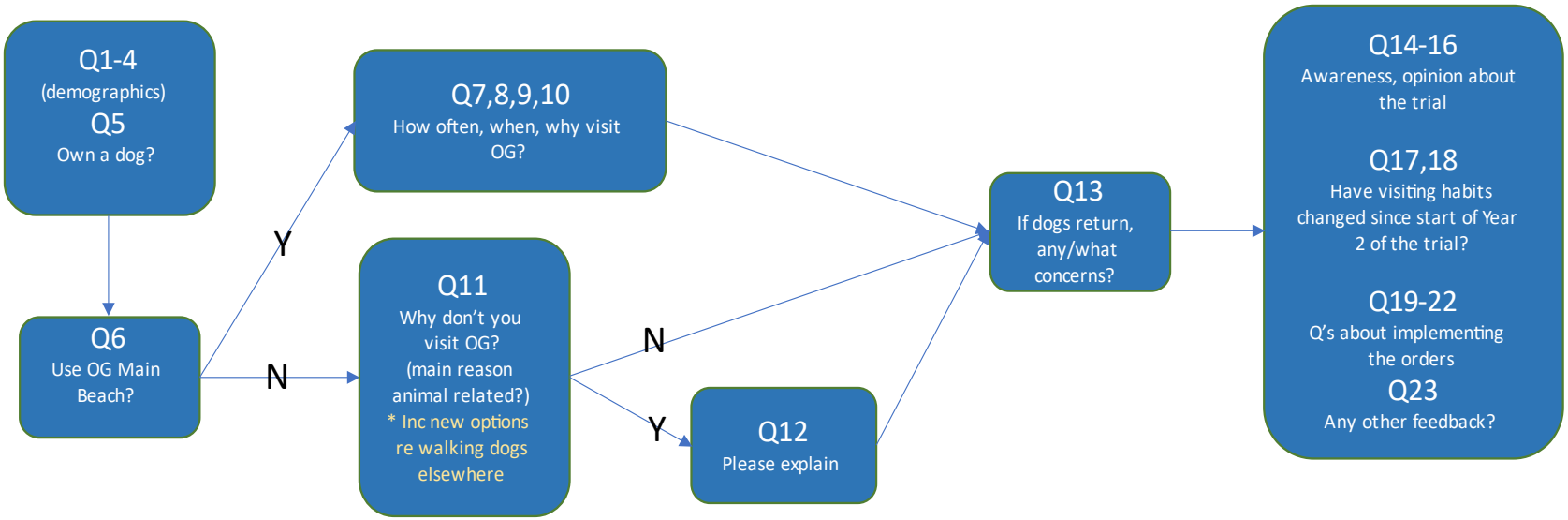


Figure 4: Year 2 survey logic and question summary (Year 2). Respondents were asked between 19 and 21 questions, depending on whether they answered 'Yes' (Y) or 'No' (N) to questions 6 and 11. All Year 2 questions are detailed in Appendix C.

Who contributed feedback

1139 people contributed to the Year 1 survey over the 40 days it was open. Survey Monkey analytics revealed a 90% completion rate.

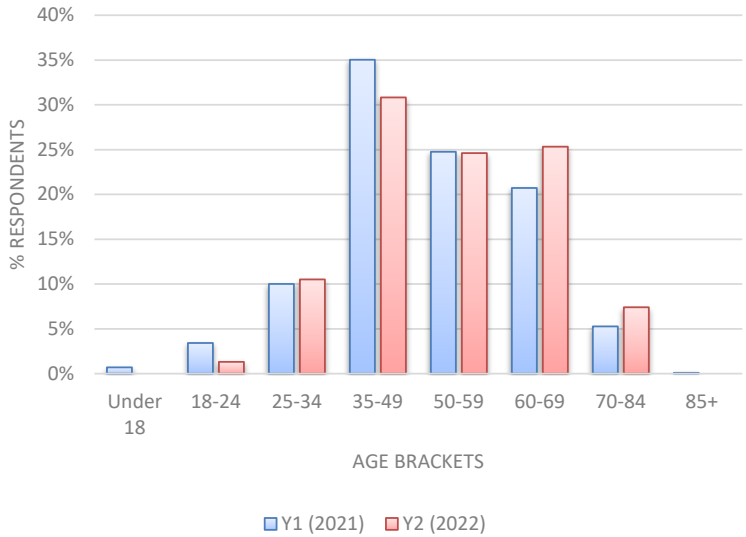
In Year 2, the survey was open for 48 days, and 837 people contributed. There was a 93% completion rate.

Respondents typically spent just over 9 minutes completing the survey in each case.

The first four questions reveal the demographic spread of respondents. The typical respondent to each survey was a female aged 35-69 living in Ocean Grove.

Figure 5 shows the age breakdown of survey respondents, showing that in each year, most were aged 35-49 (35%/31%), 50-59 (25%/25%) or 60-69 (21%/25%)[2]. All respondents were required to answer this question *(Y1&2Q1, nY1=1139[3], nY2=837[4])*.

Figure 5: Age of survey respondents



[2] Percentages shown are for Year 1/Year 2

[3] *nY1* and *nY2* refer to the number of respondents who answered a question in Year 1 or Year 2.

[4] i.e. This data is derived from Q1 in both surveys; 1139 answered the question in Year 1; 837 did so in Year 2. All abbreviations are shown in the front of this document.

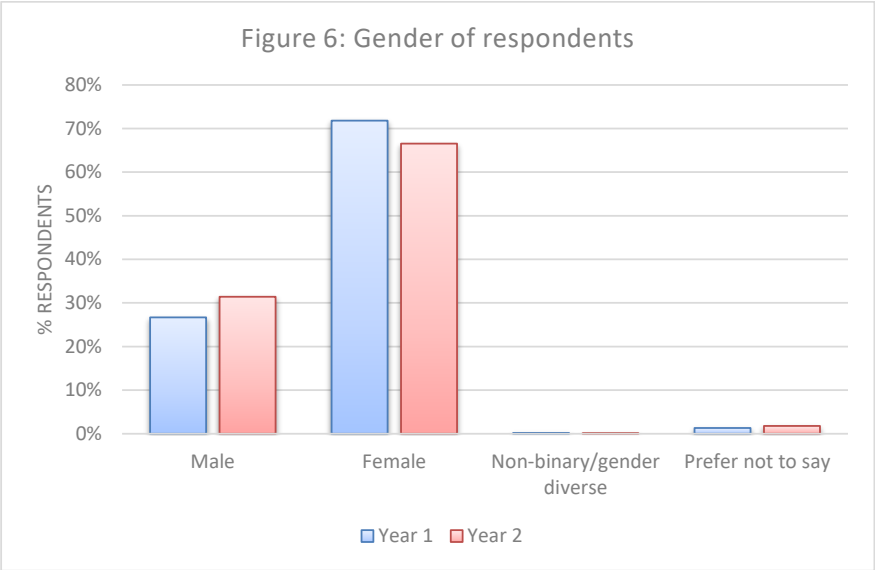
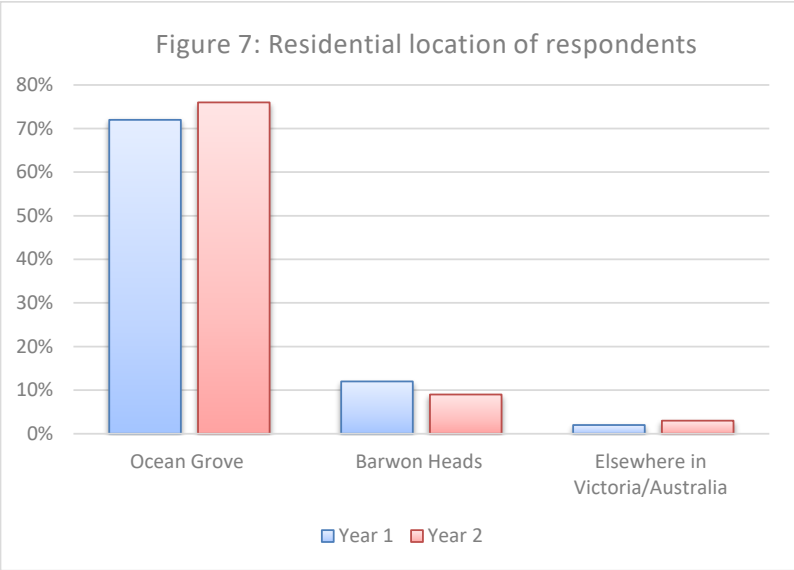


Figure 6 demonstrates that most respondents to each survey identified as female[5].



Respondents were predominantly local community members, as shown in Figure 7[6]. Full details of respondents' residential locations are in Appendix D.

[5] *Y1Q2, n=1139; Y2Q2, n=837*

[6] Y1 *Q3+4, n=1139; Y2Q3+4, n=837*

What we heard

837 responses (and seven emailed submissions) were received to the Year 2 survey, compared with 1139 responses (and one mailed submission) in Year 1.

Submissions

The submission in Year 1 was from a community member who was positive about the prospect of a dog-free beach. Dog waste and fear of off-lead dogs were the key reasons mentioned.

Submissions in Year 2 were as follows:

- An aged care facility supported 'the safety of a dedicated dog-free area' for their residents' outings
- A local Coastcare group supported a permanent dog-free area (potentially larger than the trial area) for the safety and enjoyment of people and wildlife
- Two local therapeutic surfing associations stated the dog-free exclusion at Main Beach 'greatly assists us in minimising risk to our participants and their families and carers and allows us to run fully inclusive events successfully' and 'will allow both dog lovers but also those that are fearful of dogs to have full access to the beach without fear'.
- A local trader supported the dog-free zone because it 'is logical and provides amenity and balanced access to various user groups while enabling shared access to The Dunes and Surf Life Saving Club.'
- The sixth submission from two Ocean Grove residents covered various issues associated with the trial, including concerns about the consultation process and lack of rationale for the area chosen for the trial.
- The final submission, from another two Ocean Grove residents supported the dog-free zone.

Individual points raised in the submissions have been included with survey responses in the following sections.

Surveys

Among the 1139 (Y1) and 837 (Y2) surveys received were 4953 (Y1) and 5338 (Y2) comments that responded to the 8 open-ended questions. All survey feedback is summarised below.

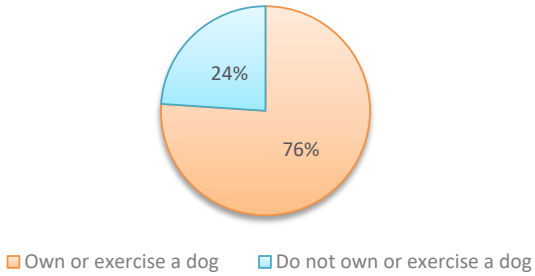
Profile of Ocean Grove Main Beach use

In Year 1, 99% of all survey respondents used Main Beach at least annually[7]. This dropped slightly to 95% in the second year[8].

In Year 1, 76% of the respondents who visited Main Beach owned a dog or exercised someone else's dog[9]. The question was changed for the second survey, given that dogs were excluded from the beach. In Year 2, 76% of all survey respondents owned or exercised someone else's dog[10]. (See Figure 8)

These 848 (*Y1*) and 637 (*Y2*) respondents are referred to as 'dog owners' in this report.

Figure 8: Dog ownership status of respondents (Years 1 & 2)

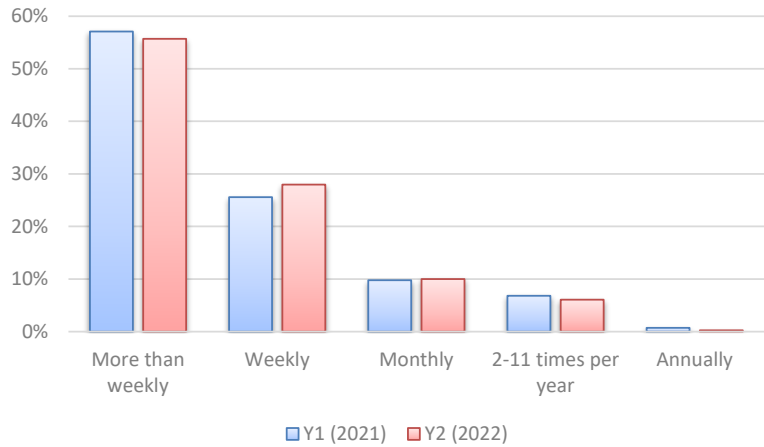


How often respondents visited Main Beach

The frequency of visits to Main Beach was virtually the same across the two surveys.

In Year 1, respondents typically visited Main Beach *at least* weekly (83%) to exercise (92%), with or without a dog. In Year 2, respondents typically visited Main Beach *at least* weekly (84%)[11]. (See Figure 9).

Figure 9: Frequency of Main Beach use (by all survey respondents)

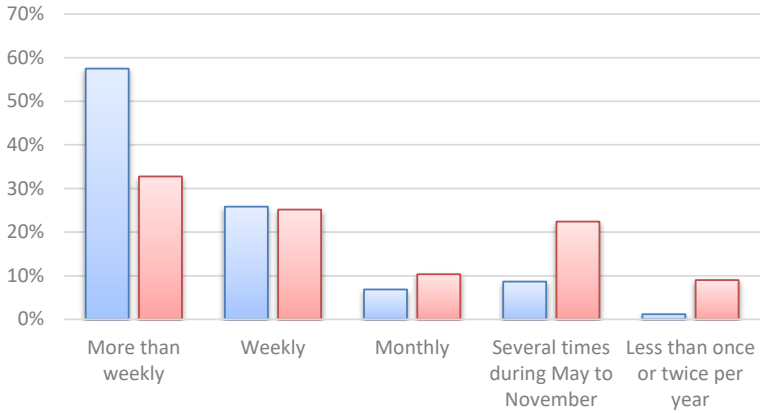


[7] *Y1Q5, n=1139*
[8] *Y2Q6, n=837*
[9] *Y1Q8, n=1115*
[10] *Y2Q5, n=837*
[11] *Y1Q6, n=1114; Y2Q7, n=790*

As shown in Figure 10, most dog owners visited Main Beach in Year 1 very frequently, especially when they took their dogs: 86% of dog owners visited the area *at least weekly* with their dogs from May-November[12]. In contrast, 58% of dog owners went to the beach without their dogs *at least weekly.*[13]

Non-dog owners were not asked in Year 1 how often they visit Main Beach.

Figure 10: Frequency of dog owners' visits to Main Beach during May-November (Year 1)



Due to the Dog Controls in the second year, respondents of the Y2 survey were not asked about visiting Main Beach with their dog.

When people visit Main Beach: time of day/week

In 2021, 65% of owners reported visiting Main Beach with their dogs from May to November, and another 28% of owners indicated they sometimes did so with/without their dogs. Only 8% said they did not take their dog to Main Beach[14].

Figure 11 shows that in Year 1, dog owners were most likely to take their dogs to Main Beach on weekend mornings (54%) or weekday mornings (50%). Weekend evenings were the least popular time (18%) to take dogs to Main Beach[15].

Morning beach visits were also preferred by Main Beach users in Year 2[16]and those in Year 1 who do not own dogs: 46% of non-dog owners visit the beach on weekday and weekend mornings, while 55% use the beach at irregular times and days[17].

Dog owners visiting the beach without their dogs were more likely to do so (59%) at 'irregular times and days'. There was also comparatively less variability in the times of the week that dog owners visited the beach without their dogs[18].

[12] *Y1Q10+12, n=230+544*

[13] *Y1Q14, n=290*

[14] *Y1Q9, n=845; q*uestions relating to the use of Main Beach with or without dogs were not asked in Year 2.

[15] *Y1Q11+13, n=774*

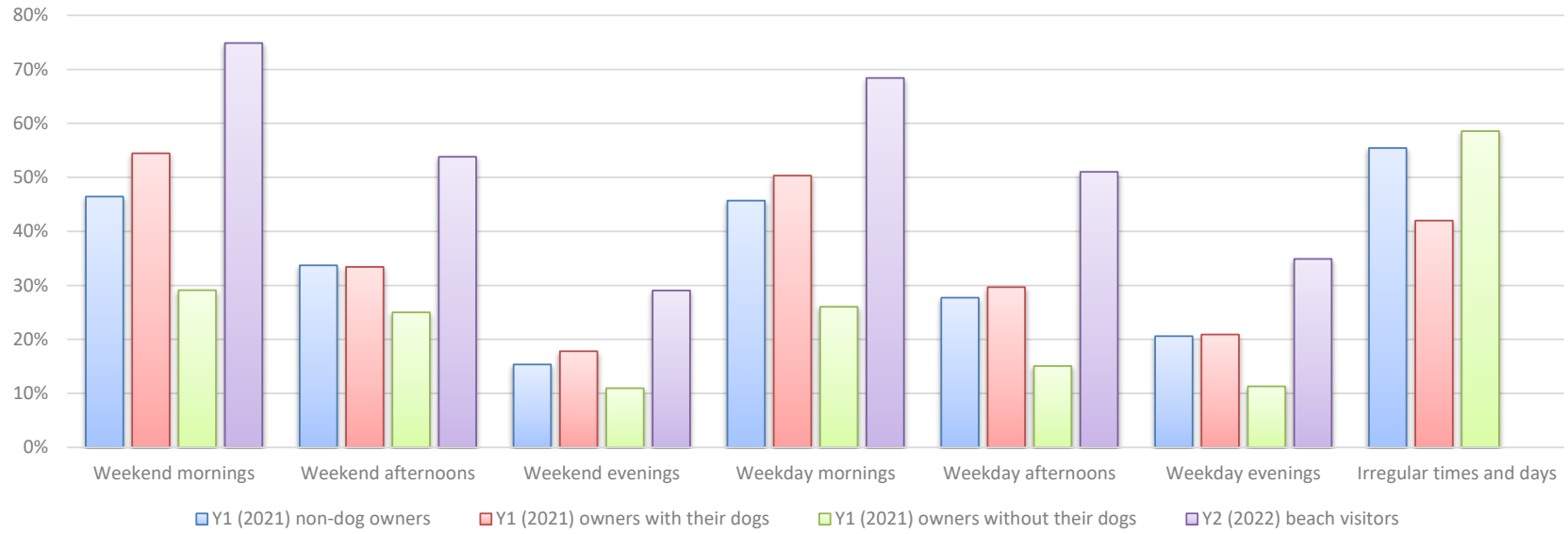
[16] *Y2Q9, n=788*

[17] *Y1Q21, n=267*

[18] *Y1Q15, n=292*

The combined results for all Main Beach visitors across the two surveys are shown in Figure 11. The similarity in visitation preference for non-dog owners and people with their dogs in Year 1 is interesting and highlights the potential for conflict between these user groups.

Figure 11: Preferred times to visit Main Beach



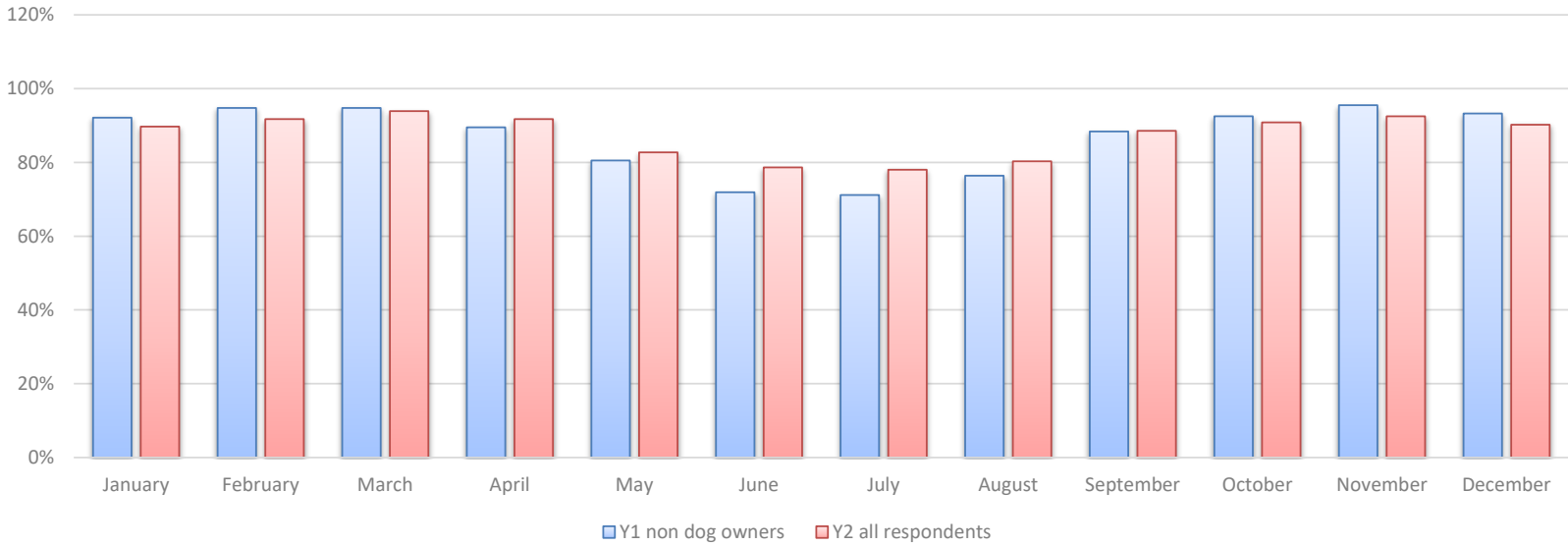
It should be noted that the 'weekday evenings' option was not available for selection when the Year 2 survey was first opened. This error was corrected as soon as it was detected, but 373 responses had already been received.

When people visit Main Beach: time of year

People who did not own dogs in Year 1 said they use Main Beach throughout the year, albeit a little less often during winter[19]. A similar pattern (but with less pronounced seasonal differences) was evident among Year 2 respondents[20]. Dog owners were not asked this question in Year 1.

Figure 12 shows that the usage across both years follows a predictable seasonal trend.

Figure 12: Monthly usage of Main Beach



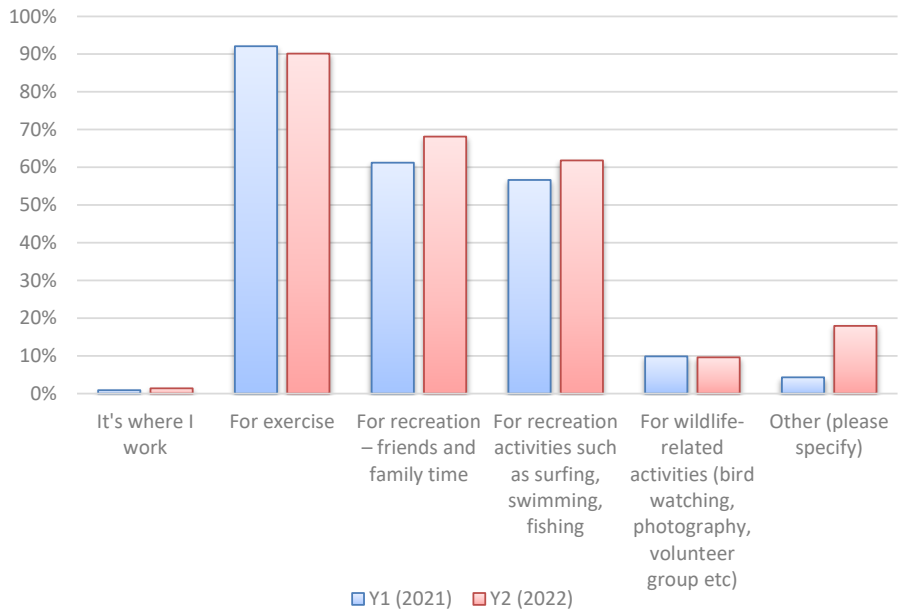
[19] *Y1Q20, n=267*

[20] *Y2Q8, n=787*

Reasons for visiting Main Beach

Figure 13 shows the varied reasons for visiting the beach; respondents could choose more than one response. The reasons cited in the two surveys were very similar; most people visit the beach to exercise (>90%), spend time with family and friends (>61%) or recreate (>57%)[21]

Figure 13: Reason for visiting Main Beach



48 and 148 respondents listed additional reasons for visiting Main Beach in Years 1 and 2 (respectively), including:

'Other' reasons for visiting Main Beach	*n Y1*	*n Y2*
Dog walking (unspecified location)	22	99
Dog walking (where, when permitted)		6
Enjoy the surroundings (inc beach, scenery)	4	7
For exercise, e.g. walking, rehabilitation	6	
For recreational activities such as surfing, swimming, fishing	3	6
Friends and family time, beach kindergarten	2	2
It's where I live		5
Mental and emotional health and wellbeing, commune with nature, meditation and relaxation	3	14
Picking up litter		1
Surf club activities	9	6
To interact with dogs		2
Visit The Dunes café/kiosk	5	3
Walk with a dementia client		1

It is noted that some of the above responses duplicate the question options described in Figure 13. It is also interesting that 99 people in Year 2 said they visited Main Beach to walk their dog, even though dogs were not permitted on the beach that year.

[21] *Y1Q7, n=1114; Y2Q10, n=791*

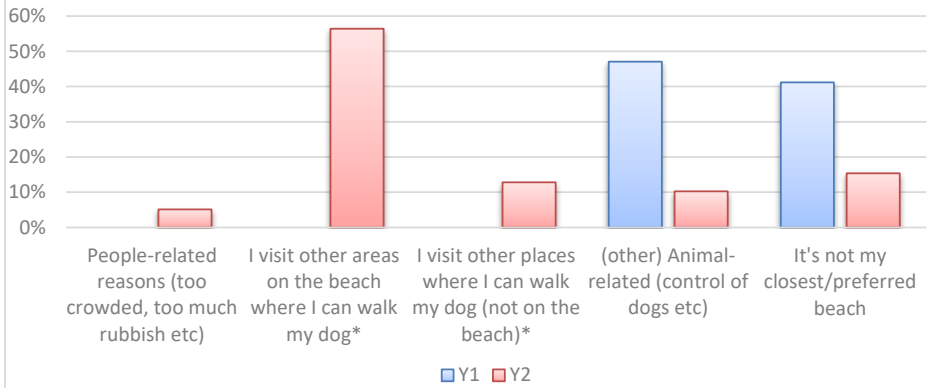
Reasons for not visiting Main Beach

1% (17)[22] and 5% (39)[23] of all Year 1 and 2 respondents said they didn't use Main Beach (at the time they were surveyed).

In Year 1, the main reasons cited for not visiting Main Beach were fairly evenly split between animal-related (47%) and it is not their closest or preferred beach (41%)[24].

In Year 2, 56% of respondents who didn't visit the beach said they went to other beach areas where they could walk their dogs. The proportion of people who didn't visit because of animals on the beach reduced in Year 2 to 10%[25].

Figure 14: Main reason for not visiting Main Beach



In each survey, only one response was permitted for this question; see Figure 14. Asterisked (*) response options were not provided in Year 1. The response option 'I'm just not a beach person' yielded only 2 responses in Year 1 and none in Year 2.

Two people (Y1) and no one (Y2) selected 'other' reasons. The two who responded did not state their reasons.

The 8 (Y1) and 4 respondents (Y2) who didn't visit Main Beach for 'animal-related reasons' variously said this was due to the following concerns about dogs[26]:

- Dogs not being restrained on a leash (Y1, 2)[27]
- A dog off-lead rushing up to the respondent or others or their on-lead dog (Y1, 2)
- Fear of a dog attacking the respondent or others (Y1, 2)
- Dogs taking food (Y1, 2)
- Owners not picking up their dog's poo (Y1)
- Dogs fighting or being aggressive towards other dogs (Y1, 2)
- A dog off-lead going into the dunes or other environmentally sensitive areas (Y1)
- General fear of dogs (Y1)
- Dogs are no longer permitted off-leash (Y1)

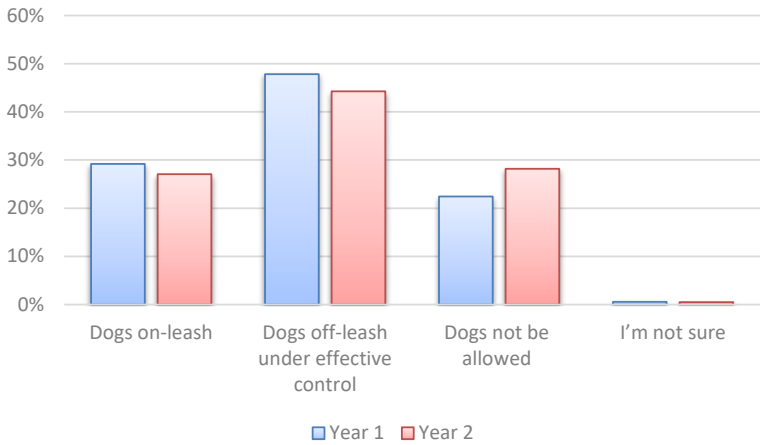
[22] *Y1Q5, n=1139*
[23] *Y2Q6, n=837*
[24] *Y1Q16, n=17*
[25] *Y2Q11, n=39*
[26] *Y1Q17-19, n=8; Y2Q12, n=4*
[27] Figures in brackets refer to the survey year/s that this concern was raised.

The dog controls trial

Respondents were invited to provide feedback on the dog controls trial for Main Beach. Of these, 79% (Y1) and 90% (Y2) indicated that they knew the trial was taking place[28].

Figure 15 shows respondent preferences regarding dogs at Main Beach during May to November[29]. There was a 6% increase in respondents (from Y1 to Y2) preferring that dogs be excluded from Main Beach; other options showed corresponding reductions.

Figure 15: Respondent preferences for Main Beach (May-November)



Respondents were asked to explain their previous response, i.e. how they felt about the controls throughout the trial. Totals of 1554 (Y1) and 1618 (Y2) comments were received[30].

Of these, 156 (Y1) comments stated that the controls during the first year of the trial (i.e. dogs permitted on-lead from May to November) were appropriate, essentially repeating the first response choice for the previous question. 128 (Y1) people stated that dogs should be allowed off-lead during the offseason, repeating the second response choice.

Another 85 (Y1) stated that the trial was not well known, and 35 (Y1) stated that there is insufficient enforcement to encourage everyone to follow the rules.

Other themes are listed below; numbers in brackets indicate the number of times each point was made in each survey.

Comments made in support of dogs being on-lead May-Nov or otherwise against the trial

- Dogs should be allowed on-lead (at all times or no season indicated) (268 Y1, 105 Y2)
- The trial is too limiting (190 Y1, 146 Y2)
- The beach is empty/quieter in off season/mainly residents on the beach (155 Y2)
- Social connection (with other people and their dogs) is very important/there are mental health benefits/this is family

[28] *Y1Q22, Y2Q14*

[29] *Y1Q23, n=1079; Y2Q15, n=802*

[30] *Y1Q24, n=1035; Y2Q16, n=766 + 7 submissions*

time/the dog is part of the family/I feel safer when walking with my dog (101 Y1, 117 Y2)

- The trial is biased against responsible dog owners/the majority do the right thing (80 Y2)
- More ranger presence/enforcement/fines would help (35 Y1, 64 Y2)
- Don't agree with the dog ban in 2022 (61 Y1, 146 Y2)
- Can't see what the problem is/there's enough space for everyone/my dog is well-behaved/I've never had an issue (18 Y1, 33 Y2)
- There are not enough places where dogs are allowed/other areas will become too crowded (16 Y1)

Comments in support of no dogs

- Dog owners don't always comply with on-leash restrictions/dogs are often not under effective control/leave dog poo (157 Y1, 162 Y2)
- People have a right to enjoy dog-free beaches/not everyone likes dogs/dogs can be scary. Children especially need to be safe. (111 Y2 and the basis of five submissions)
- Dogs should not be allowed at all (comments made often as a result of negative dog experiences)/the Year 1 trial was not limiting enough (104 Y1)
- Importance of protecting wildlife, especially during the breeding season/there should be designated 'dog free' zones for children and wildlife (15 Y1, 20 Y2 and a key component of one submission)
- This beach is too crowded (2 Y1)

Another 62 (Y1) and 65 (Y2) respondents provided a range of additional comments against the trial, including some relating to the rights of dogs, that the trial is a decision by stealth, people should be allowed to walk dogs where they live, walking dogs on the beach is part of living here, that this problem is due to other people moving into or visiting Ocean Grove, the beach provides an opportunity for people to exercise with their dog, people with prams should be able to walk their dogs in accessible areas, the area should be smaller or only apply to that outside the Surf Club, the ban will negatively impact local businesses, people who don't like dogs don't go outdoors, people are going to continue using the area as they wish, the majority shouldn't be punished, there are too many rules (in society), and restrictions reduce people's wellbeing.

Alternative suggestions

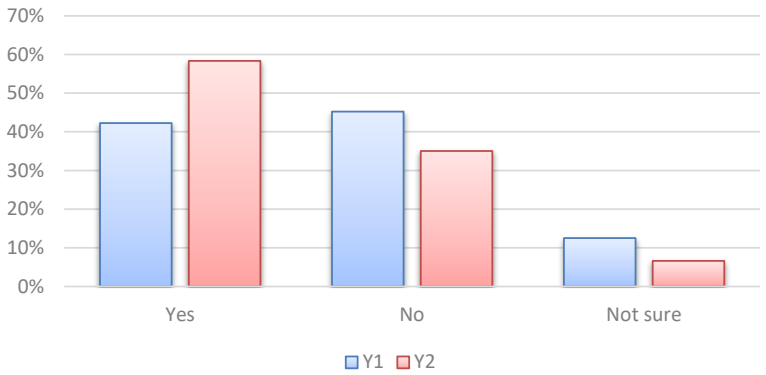
- Need to differentiate between on and off lead, depending on the time of day/week (47 Y2)
- Dogs should be allowed off lead:
  - at all times or no season indicated (76 Y1)
  - during very early morning/ evening year-round (31 Y1)
  - during very early morning/ evening in the off-season (9 Y1)
- Dogs should be allowed on-leash in summer and off-leash during the rest of the year (24 Y2)
- Dogs should be allowed on a lead
  - for longer than the Y1 trial (e.g. Feb-October) (12 Y1)
  - during very early morning/ evening year-round (8 Y1)
  - year-round (6 Y1)

Impact of the trial

In Year 1, respondents were asked whether their beach-visiting habits or experience had (or was expected to) change since the trial began on 1 January 2021. The question was repeated in Year 2 concerning the second year of the trial. The results for the two years are shown in Figure 16[31].

During Year 2, 14% more of the total respondents had noticed (or were expecting) a different beach experience or visiting habits, and 6% of the respondents were less unsure about their response.

Figure 16: Have your beach visiting habits or experience changed (or do you expect them to) during this year of the trial?



In Year 1, 86% of the respondents to the previous question took the opportunity to explain further, collectively submitting 1060 comments[32], including:

- 69 respondents stated that their (and their dog's) experience was worse as a result of the trial controls, and 175 said that they are/will not use Main Beach as much due to the controls
- 56 respondents indicated that their experience is better because they are not as worried by dogs, and 13 said they are using Main Beach more as a result of the controls
- 112 said their experience hadn't changed, with many indicating that people still don't follow the rules or that dogs were often not under 'effective control'. 28 respondents expressed frustration that the restrictions are not policed.
- 26 stated that they would continue to use Main Beach with their dog on a leash, 37 said that they were going to continue to use the beach as before (ignoring the controls), and 56 said that they would continue to use the beach (but did not mention dogs)
- 44 said that Covid-19 restrictions (rather than the controls) had changed their behaviour
- 48 indicated confusion or were unaware of the trial.

The remaining 396 comments expressed similar sentiments to those in response to Question 24, including that access to the beach/public spaces should be for all, there are too many rules, a ratepayer/local should be entitled, the beach is why residents live here, Council should focus on other things, a dog should be allowed if under 'effective control', most dog owners are responsible, access

[31] *Y1Q25, n=1079, Y2Q17, n=802*

[32] *Y1Q26, n=925*

at other areas is more difficult (e.g. due to stairs), the restrictions will make other areas more crowded, disagreement with restrictions (especially in 2022), the restrictions punish the majority for the few, the restrictions seem unnecessary when there are no others around (e.g. early morning/evening or off-season), dogs should be allowed on a leash all year round or at specific times.

In Year 2, 87% of the respondents to the previous question took the opportunity to explain further, collectively submitting 1041 comments[33], including:

- 144 respondents said they have visited (or will visit) Main Beach less because of the restrictions preventing them from taking their dogs. Some were disappointed they could not take their dogs to the café as part of their walk, and several mentioned local businesses had noticed a downturn in local support. Many nearby residents were unhappy about walking or driving past the area to visit other areas. This was seen as especially frustrating when the beach was quiet or empty. Some respondents who took their children to surf club activities were unhappy they couldn't bring their dogs along.
- 143 respondents were unhappy that the trial had limited or changed how they use the beach. The frustration of being unable to walk continuously along the beach and visit the café was again mentioned. For people who like a long walk along the beach, comments were made about having to exit an often empty beach, head up to the path, and then return. This deviation brings challenges as it is often busy with people and cyclists. Some struggled with the stairs if they or their animals were older. Comments were made about nearby carparks and dog-friendly areas being much busier because of the restrictions.
- 95 respondents said they felt safer with a dog-free section. Many mentioned that being told 'my dog is friendly' doesn't lessen the impact of being run up to or jumped on by dogs they don't know. Children being frightened by dogs running up to them was a frequent comment, and parents and grandparents said they were happier without having to worry about this happening. There was less dog litter in the area, and the positive impact on wildlife was also mentioned.
- 80 respondents reported that they still see dogs on or off-leash in the restricted area.
- 79 respondents said they were still visiting as normal or the controls had not impacted them. These respondents did not always state whether they walked with or without dogs. Several stated they would continue to walk their dogs as they always had, as this was 'their beach'.
- 39 reported that 'being restricted from our local beach impacts our lives and the enjoyment of our town.' Many of these respondents felt that the restrictions were punishing the majority for the actions of a few, with some adding they had not seen any negative interactions.

[33] *Y2Q26, n=697*

If dogs return to Main Beach

All Year 2 survey respondents were asked whether they had concerns about dogs returning to Main Beach[34]. 61% of respondents identified at least one concern. See Figure 17; more than one response was permitted.

Figure 17: Concerns if dogs are allowed to return to Ocean Grove Main Beach on-leash (Year 2)



Response options were based on the feedback to the previous question in Year 1:

A Dogs not being restrained on a leash
B A dog off-lead rushing up to you or others
C A dog attacking you or others
D A dog off-lead going into the dunes or other environmentally sensitive areas
E Dogs scaring, harming or otherwise impacting wildlife
F Dogs fighting or being aggressive toward other dogs
G Owners not picking up their dog's litter
H I'm not concerned about any of the above

Respondents were invited to describe additional dog-related concerns. 156 comments were received, including those identified in the previous question:

- *Owners do not take responsibility for their dogs' actions on/off leash (including lack of effective control)* (34 comments). Behaviours mentioned included urinating on people's belongings, trying to find food, disturbing belongings, jumping up on people, running up to people or banging into them, defecating, fighting with other dogs, barking, chasing wildlife and running into the dunes. Many of these behaviours were concerning when the dogs are off-lead, and owners are not aware, unwilling, or unable to control their dogs.
- *Dogs off-lead rush up to the respondent or others, especially children and the elderly* (18). While related to the first point,

[34] *Y2Q13, n=806*

these comments focused more on fears about dogs running up to young or older people or others who were scared of dogs.

- *Owners do not pick up their dog's waste (18).* Common responses were that there had been an increase in people leaving their used doggy bags on steps or the beach's edge since Council removed bins from the beach.
- *No dogs/some people prefer a dog-free space (18).* Some respondents said they appreciate a dog-free beach where they don't have to worry about any of the abovementioned issues. Several asked for a greater dog-free area, while others commented there were other places dogs could be taken.
- *No enforcement/rangers/fines (17)* Some respondents stated that people were getting away with not following the restrictions because there were no consequences. They felt there were not enough rangers patrolling the beaches, enforcing the restrictions or issuing warnings or fines.
- *Dog owners are not following signage rules and restrictions in place (15)*
- *Other* (less common) concerns related to noise, aggressive dog owners, the majority being penalised for the minority who don't do the right thing, not enough signage or clearly stated rules, dog areas were becoming more congested, non-local owners causing the problems, and owners' self-declared rights to walk their dog on the beach.

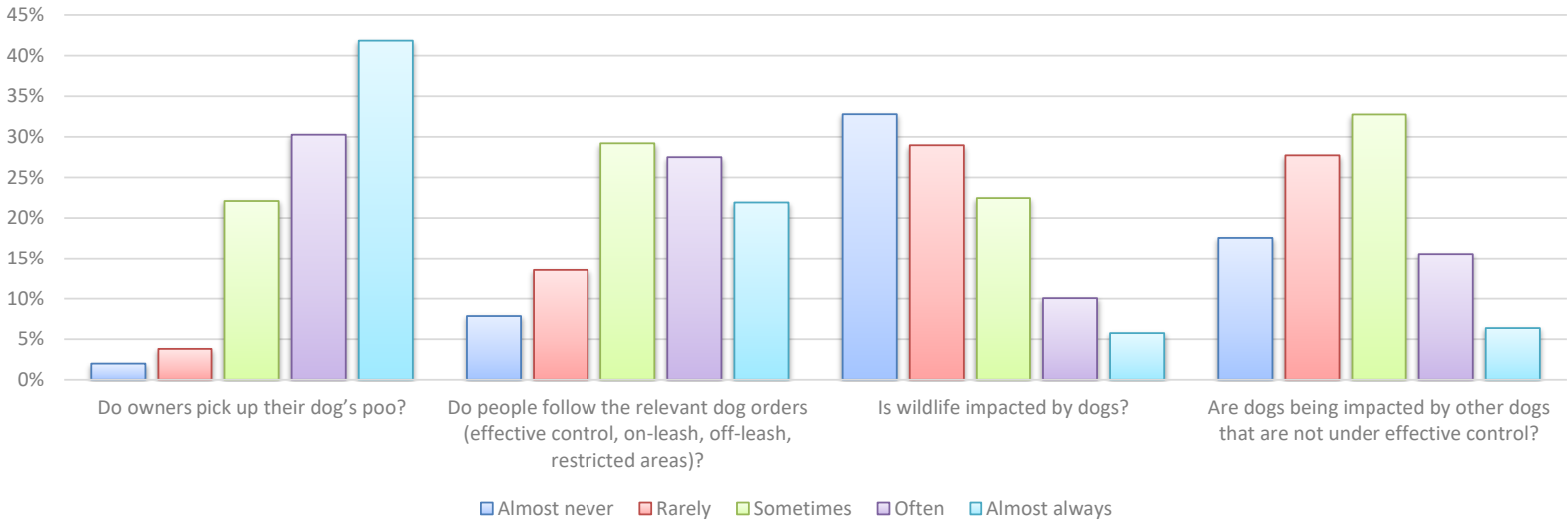
Implementation of the trial

Community and animal behaviour

Respondents were asked in Year 1 whether they had observed various community and animal behaviours since the start of the trial; the results are shown in Figure 18[35]. The most common behaviours were owners removing dog litter *(72% observed this behaviour 'often' or 'almost always')* and people following dog controls *(49% observed this behaviour 'often' or 'almost always')*.

The least commonly observed behaviours were dogs impacting wildlife (*62% said this was observed 'rarely' or 'almost never'*). This question was not repeated in Year 2.

Figure 18: Behaviours observed at Main Beach during the first year of the trial

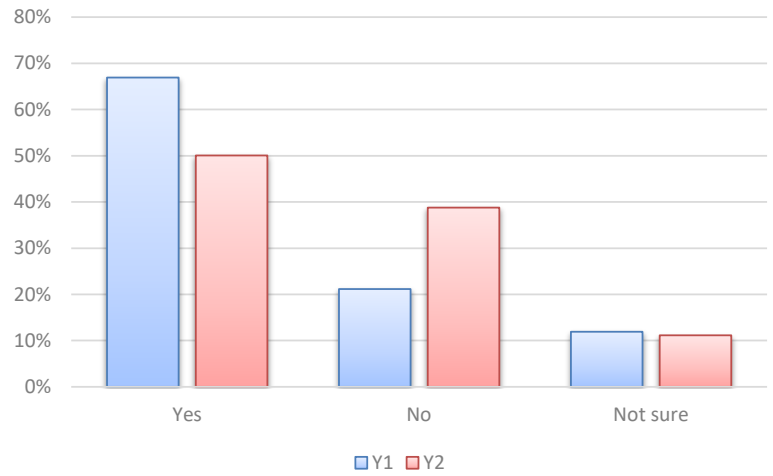


[35] *Y1Q27, n=1058*

Signs, promotion and enforcement

Compared with the previous year, respondents in Year 2 were less satisfied with the clarity of signs regarding dogs on beaches and access trials in the Barwon Coast region, as seen in Figure 19[36].

Figure 19: Clarity of signs about dogs



671 (Y1) and 769 (Y2) suggestions were received for improving signs about the dog controls[37]. They included the following; numbers in brackets refer to the number of times a suggestion was made in each survey.

Sign content and size

- Bigger/more obvious signs (116 Y1, 111 Y2)
- Make them less wordy/consistent/present the content simply and clearly/use maps/ensure they are not confusing or contradictory (139 Y1, 147 Q2)
- Explain why the controls are in place, provide links to surveys, include penalties, use humour, QR codes to provide more information, explain 'effective control', positive messaging and language, multi-lingual, and give a number to call or report concerns (11 Y1, 21 Y2)
- Change signs seasonally as restrictions change (8 Y1)

Number and location of signs

- Need more signs to cover all access/exit points/zones/carparks/ other prominent places (158 Y1, 142 Y2)
- Place signs at beach entrances and alongside dog poo dispensers (30 Y1, 31 Y2)
- Put signs on the beach if restrictions change as you walk along (32 Y2)
- Remove signs/there are too many restrictions/they ruin the look of the area/can be hazardous/keep them away from swimmers in high tides/replace signs with brochures and maps (25 Y1, 32 Y2)
- There are too many signs (16 Y1, 17 Y2)

[36] *Y1Q28, n=1049; Y2Q19, n=789*

[37] *Y1Q29, n=783; Y2Q20, n=500 + 1 submission*

Other

- Regular inspection and maintenance of signs/make them vandal-proof/replace when damaged (24 Y1, 16 Y2)
- 28 (Y1) 'other' suggestions included undertaking 'proper consultation', including information on websites and social media, messages about dune protection and the need for other forms of promotion (e.g. send a letter to all dog owners with dog registration, residents, newspaper ads etc.).

Additional comments included that respondents had never seen or noticed signs, people don't follow them or read signs, that it's up to people to follow the signs – no more are needed, dogs should be allowed on the beach/respect for dog owners as well/dogs on the beach during quiet times, dogs should be kept on a lead, simple (year-round) restrictions are easier to follow.

More policing of the restrictions was the subject of 46 (Y1) and 48 (Y2) comments.

Improving community understanding and compliance

810 (Y1) and 715 (Y2) suggestions were received to help community members better understand and abide by the dog controls[38]. They included:

- Ranger presence, enforcement and punishment (234 Y1, 197 Y2)
- Educate and communicate with dog owners, e.g. information sent with dog registration, on clear and consistent signs in appropriate locations, and in print/social media and websites (140 Y1, 174 Y2)
- Explain the reasons for controls - in general, via social media and on signs (33 Y1, 24 Y2)
- Educate tourists/non-locals inc in holiday accommodation (25 Y1, 14 Y2)
- Encourage a respectful, dog-friendly community that shares the area (16 Y1)
- Provide more bags/dog litter bins and reinforce that dog litter should be picked up/dog litter is increasingly left on beach stairs (13 Y1, 41 Y2)
- Make sure there are enough accessible areas left for dogs to be exercised (9 Y1)
- Help people understand what 'effective control' is (6 Y1).

As with other questions, many respondents took the opportunity to comment on the trial or the dog controls: no dogs on Main Beach at all, dogs on leash at all times, don't punish the majority for the few, be fair, access for everyone/the beach should be shared, Council should focus on other things (e.g. cat curfews, fox control, removing

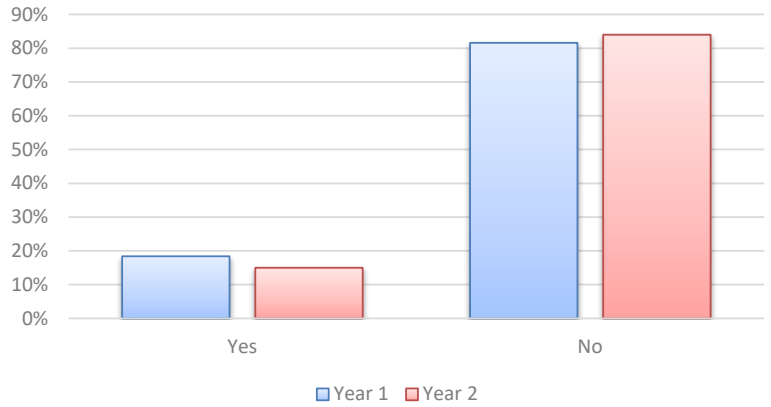
[38] *Y1Q30, n=660; Y2Q21, n=530 + 2 submissions*

dog litter from the beach), make the controls practical/simple/clear/ easy to understand, the controls are not needed/are unfair/too restrictive, don't make restrictions seasonal, some people will also ignore the rules, keep dogs off the dunes, look at other regions for inclusive options, use a permit for walkers that can be revoked if rules are broken, allow a pop-up café in Hodgson St for dog walkers, promote Hodgson Street Beach as the dog beach, provide shelters/dog tethering area at the back of the beach. A submitter requested Animal Management data relating to incidents relating to dogs on/off-lead.

Ranger presence

Respondents were asked whether they had seen or interacted with a City Animal Management Officer or Ranger in the previous 12 months. Figure 20 shows that most had not[39].

Figure 20: Respondents who had seen an Animal Management Officer



[39] *Y1Q31, n=1049; Y2Q22, n=789*

Other Feedback

The final question in each survey invited respondents to provide further feedback. 858 (Y1) and 745 (Y2) comments were received[40].

197 respondents in Year 1 stated they disagreed with the controls (especially those to be trialled in 2022).

144 in Year 2 said dogs should be allowed on leash, especially during winter/quiet times of the day. 41 respondents added that there should be a balanced or compromised approach that is 'inclusive'.

92 (Y1) and 90 (Y2) respondents appreciated or agreed with the trial (i.e. the controls in place during that year), 9 (Y2) wanted a larger dog-free area, and 17 (Y1) and 10 (Y2) said that the restrictions helped to protect wildlife.

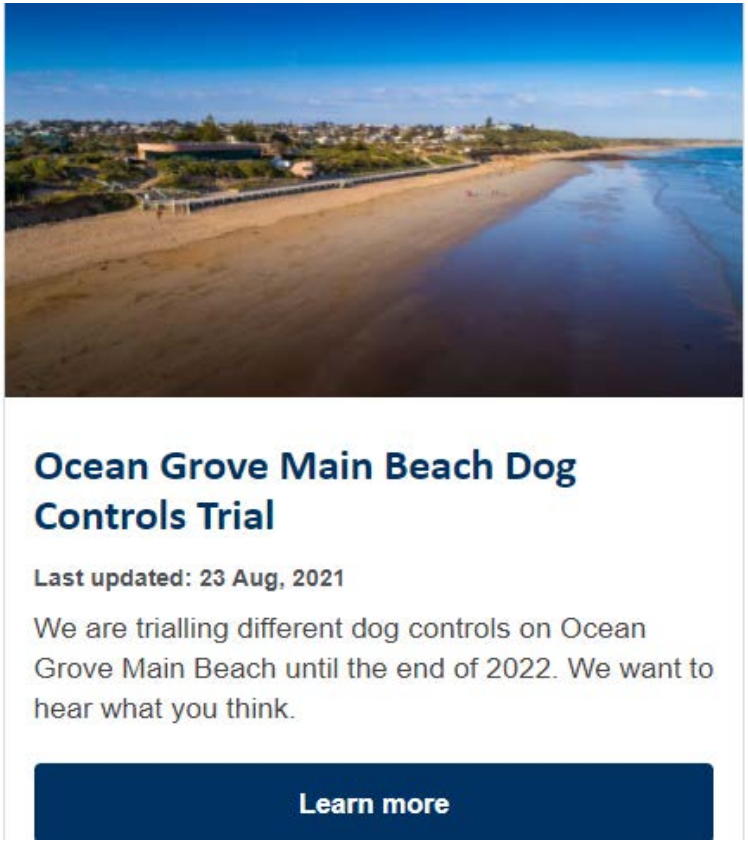
Most other comments have already been reported, except for the following views and some (not relevant to this consultation) that have been passed directly to Council and Barwon Coast. Direct quotes that capture common sentiments are shown in "quotation marks".

- Barwon Coast dog controls are inconsistent and biased against people who want to walk/recreate their dogs on the beaches. (Y1)
- "There are no BIG shaded, well-designed dog-walking tracks in this area. You need to separate dog-walkers from joggers and bikes." (Y1)
- "You need to open up more dog walking spaces and dog parks." (Y1, Y2)
- "The dog-free area should be Area C. This would cut off this area from the dog beaches. With dogs allowed on both ends of Area D, people just keep walking through and disregard any notices." (Y1)
- "The trial area should be extended to the next marker past 15W (heading towards Barwon Heads). The area is not quite big enough to enable social distancing whilst keeping in the dog-free area, particularly in summer." (Y1)
- "The area .. west of the Surf Club, is out of the "trials" area and … limits the effectiveness of a purposeful "trial" with environs still open to off-leash and leash dog walkers. This is … the most popular area of the beach and includes most of the surf club activities!" (Y2)
- "Implement from 12W, not 11W." (Y1)
- "Agree that restrictions should be around 13W as this is the main car park but don't include 12W." (Y1)
- "Having time-share over summer for Main Beach can be highly effective whilst allowing other off-leash areas to remain. It …is… difficult for dog owners when plover season begins, and they are asked to keep their dogs on the lead even in off-leash areas." (Y1)
- Interactions with rangers can be very negative/the rangers are biased (Y1/Y2)
- "I feel sorry for the rangers having to police such confusing and illogical rules!" and "Give the few rangers or officers who patrol the areas drones so they can cover a wider area." (Y1)

[40] *Y1Q32, n=680; Y2Q23, n=603 + 1 submission*

- "I recommend that the indigenous communities are also consulted regarding the damage dogs are causing to the local wildlife and faeces impacting the environment." (Y1)
- "The flexibility of allowing access to dogs between 7pm and 9am is excellent and should be continued." (Y1)
- "Instead of this survey, you should dedicate time in year 3 to watching the restricted area. Count how many "recreational" users there are between certain periods of the day." (Y2)
- "In this area, it's all about 'control'. How much do you open up, and how much do you restrict (due to nesting sites etc.) Whilst I think it's good to review this at Ocean Grove, an overarching plan for the Bellarine Peninsula would be better appreciated and emphasise the positives of this control rather than the negatives." (Y2)
- "I hear the boss of Barwon Coast hates dogs." (Y2)
- "Please consider the rights of the swimmers …. is it fair and safe to have dogs swimming and surfing on surfboards in the water at the dog-free beach?" (Y2)
- "Reward good behaviour: give out coffee cards, fines for bad behaviour." (Y2)
- "I will be looking at taking legal action against BCCM and Council if the dog-free zone is not maintained! (Y2)
- "Kudos on your positioning and the number of doggy bag stations along the beach and riverfront! The reduction in bin numbers has been noticed but is understandable." (Y2)
- "Ramp access is essential for ratepayers with age or disability to be able to exercise themselves and their pets." (Y2)
- "The Dunes steps need to be available for access to the beach for elderly owners and elderly dogs." (Y2)
- "Barwon Coast has no authorisation or control over the beaches regarding people abiding by any form of control orders, and therefore the lack of presence by Animal Management in the areas is a plan bound to fail! Let us see the statistics from the past two years of how, when and how many!" (Y2).
- "Our experience is … in over 3 years walking almost every morning between 9 and 10 am, there has never been "a reportable offence" committed by any persons or animals in the area of 10W through to 9W. There has been the odd scuffle, but it amounts to nothing, and everyone is friendly and walks away without incident!" (Y2)

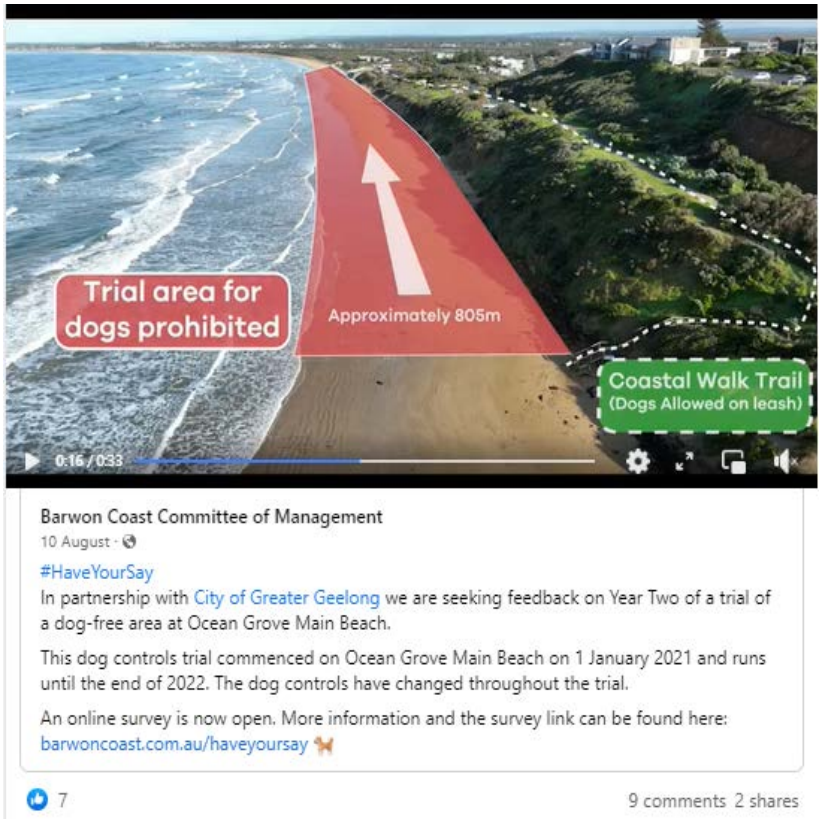
Appendix A: Survey promotion



Project tile on the City's website, which was loaded in August 2021 and 2022. https://yoursay.geelongaustralia.com.au/



Sign at Main Beach and flyer sent to schools in 2021



Example Facebook post in 2022

Front page of information brochure



Sample advertisement placed in the local media by Barwon Coast in 2021

Barwon Coast Update

COLLENDINA • OCEAN GROVE
BARWON RIVER ESTUARY • 13TH BEACH

DOG CONTROLS ON THE BARWON COAST

We manage 15kms of coastal reserve. Dog controls are applied to the entire area to ensure everyone can safely access the coast and our precious local wildlife and environment is protected.

The controls enable everyone to walk their dog on-leash on all pathways throughout the reserve. 4.2 kms of beaches in the area allow for dogs off-leash all year round and over 7.2 kms is available for seasonal access – which means dogs can be on-lead for the busier periods of the year and off-lead for the remainder.

For full details of the controls and how they were developed please visit **barwoncoast.com.au/dogs-beaches**

DOG-FREE AREA TRIAL ON 805 METRES OF OCEAN GROVE MAIN BEACH

In partnership with the City of Greater Geelong Council, we are trialling different dog controls on Ocean Grove Main Beach until the end of 2022. This two-year trial is in response to community feedback provided in 2019-2020. This feedback highlighted the need for an area of beach to be set aside as dog-free all year round.

The proposed dog-free area accounts for approximately 805 metres of beach between 13W to 15W beach access stairs.

We know that many people who own dogs count them as part of the family. It's not just about their dogs, it's about being out and exercising together and all the benefits that brings.

We also know that some people want to enjoy a section of the beach that is dog-free. This can be due to accessibility or safety needs, fear of dogs, or the wish to undertake activities on the beach such as picnics or recreation with small children without dogs being in the same area.

HAVE YOUR SAY

We are looking for feedback from both dog walkers and non-dog walkers alike on Year One of the trial. In 2021 the trial allows dogs on a lead during the winter months. We will be engaging the community again in 2022 on Year Two of the trial which will allow for dog-free access at Ocean Grove Main Beach for the entire year.

Information on community experiences and attitudes about the presence of dogs in the trial area will help determine which option best suits all beach user needs.

We are seeking your feedback via a survey with a focus on Year One of the trial. The survey will take about 10 minutes to complete and closes on September 26th. We will run another engagement process in Year Two of the trial.

Please visit **yoursay.geelongaustralia.com.au** to access the survey.

COMMUNITY DROP IN SESSIONS

We are holding drop-in information sessions during this engagement process. The details are:

- Wednesday 8 September
- Saturday 11 September

Where: Ocean Grove Main Beach adjacent to the beach access ramp at 15W

Time: 9am to 12 midday. **All welcome!**

THE CURRENT TRIAL OF DOG CONTROLS APPLIES TO 805 METRES OF BEACH AT OCEAN GROVE. THIS MAP SHOWS THE TRIAL AREA BETWEEN 15W AND 13W ACCESS STAIRS.



Barwon Coast
Committee of Management Inc.

7 Ewing Blyth Drive, Barwon Heads Vic 3227
T: 03 5254 1118 E: office@barwoncoast.com.au

BarwonCoastVIC
BarwonCoast

We care for the coast
www.barwoncoast.com.au

Barwon Coast Update

COLLENDINA • OCEAN GROVE • BARWON RIVER
13TH BEACH • BREAMLEA



'Warri' Wadawurrung Artist Billy-Jay O'Toole

'WARRI' ARTWORK CELEBRATES WADAWURRUNG PARTNERSHIP

Barwon Coast are committed to working alongside the Wadawurrung People who are the Traditional Owners of these lands. To celebrate and better explain the partnership, Wadawurrung man Billy-Jay O'Toole has produced a stunning canvas artwork named 'Warri'. Warri means 'saltwater' in Wadawurrung language.

The relationship with Barwon Coast and the Wadawurrung Traditional Owners Aboriginal Corporation (WTOAC) is guided by *Paleert Tjaara Dja – Let's make Country good together 2020–2030 – Wadawurrung Country Plan.*

By working together we want locals and visitors to Ocean Grove, Barwon Heads and Breamlea to understand they are on Wadawurrung Dja (Country). We want to share Wadawurrung cultural values and connections and continue to take care of the coast together.

Warri is currently on display in the Barwon Coast Office and over the coming weeks visitors to the coast can also see elements of the artwork in new sand dune signage, new drink fountains at Ocean Grove Main Beach, a new Barwon Coast website; and as part of an upcoming community consultation project to discuss putting Wadawurrung language names back on parts of the local coast.

To find out more you can watch the powerful short video that explains and showcases Warri and the partnership we are undertaking with Wadawurrung.

Video link: youtu.be/SxOjz8-cd5A

BEACH NESTING BIRD SEASON

Did you know that between September and March each year threatened Red Capped and Hooded Plovers nest along our shores?

During breeding season we will be installing signs and temporary fencing to protect the 'Hoodies' from threats. Please do your bit and take note of all signage, particularly in relation to dog controls.

HAVE YOUR SAY ON THE DOG CONTROL TRIAL AT OCEAN GROVE MAIN BEACH

Barwon Coast and the City of Greater Geelong are seeking feedback on the second year of a dog-free area trial at Ocean Grove Main Beach.

The dog-free trial commenced on Ocean Grove Main Beach on 1 January 2021 and runs until the end of 2022.

Year One of the trial in 2021 allowed for dog access to the area on lead from 1 May to the 30 November, with dogs banned for the remainder of the year.

Feedback is currently being sought on Year Two of the trial, which has created a section of the Main Beach that is dog-free all year.

The dog free area is between 13W Hodgson St beach access stairs and the 15W beach access stairs at the western end of the promenade in front of the Ocean Grove Surf Lifesaving Club. This accounts for approximately 805 metres of beach.

Feedback from both dog walkers and non-dog walkers on the dog-free trial area is encouraged.

HAVE YOUR SAY

Survey closes 26 September

Barwon Coast
Committee of Management Inc.

7 Ewing Blyth Drive, Barwon Heads Vic 3227
T: 03 5254 1118 E: office@barwoncoast.com.au

BarwonCoastVIC
BarwonCoast

We care for the coast
www.barwoncoast.com.au

Sample advertisement placed in the local media by Barwon Coast in 2022.

Appendix B: Full survey: Year 1 (2021)

The full Year 1 survey follows. Note that not all questions were asked of all respondents, as explained in the Methodology.

Barwon Coast

Ocean Grove Main Beach Dog Controls

Barwon Coast and the City of Greater Geelong are seeking feedback from all beach users - dog walkers and non-dog walkers alike - about the trial dog orders currently in place in Area D on Ocean Grove Main Beach (as shown on the map):
Year One (2021) - dog walking was allowed on leash from 1 May to 30 November and prohibited for the remainder of the year.
Year Two (2022) - dog walking is prohibited for the entire year.

Thank you to all who gave us feedback last year about the first year of the trial. Community comment was independently consolidated and distributed. The report can be read here.

We are now interested in your views on Year Two of the trial and any suggestions you may have for the successful implementation of the orders across the Barwon Coast coastal reserve.

The following survey will take approximately 10 minutes to complete. Please note that the survey is anonymous.

FURTHER INFORMATION
To help you make an informed response please read the 'Dogs on Beaches' webpage on the Barwon Coast website, which explains the current dog controls and the engagement processes that led to their development

First, a little about you

* 1. Please indicate your age
- Under 18
- 18-24
- 25-34
- 35-49
- 50-59
- 60-69
- 70-84
- 85+

*2. What is your gender?
- Male Female
- Adult or child who identifies as non-binary, gender diverse, or with descriptors other than man/boy or woman/girl
- Prefer not to say
- Other (please specify - optional)

3. If you are a resident of the City of Greater Geelong, which suburb do you live in?

4. If you are not a resident of the City of Greater Geelong, what is your postcode?

* 5. Do you currently visit the Ocean Grove Main Beach?
- Yes
- No

About your use of Ocean Grove Main Beach....

6. How often do you visit Main Beach?
- More than weekly
- Weekly
- Monthly
- Annually

7. Why do you visit the beach? (tick all that apply)
- ☐ It's where I work
- ☐ For exercise (with or without a dog)
- ☐ For recreation – friends and family time
- ☐ For recreation activities such as surfing, swimming, fishing
- ☐ For wildlife-related activities (bird watching, photography, volunteer group etc) Other (please specify)

* 8. Do you own a dog (or exercise someone else's)? (Yes/No)

For the next few questions, if you exercise someone else's dog, we'll call it your dog.

* 9. Do you exercise (walk or run) at the beach with your dog/s from May to November?
- ○ Yes
- ○ Yes, and sometimes I walk/run there without my dog
- ○ No

10. How often do you and your dog/s visit the beach from May to November?
- ○ More than weekly
- ○ Weekly
- ○ Monthly
- ○ Several times during May to November
- ○ Less than once or twice per year

* 11. When do you most often visit the beach with your dog/s? (tick all that apply)
- ☐ Weekend mornings
- ☐ Weekend afternoons
- ☐ Weekend evenings
- ☐ Weekday mornings
- ☐ Weekday afternoons
- ☐ Weekday evenings
- ☐ Irregular times and days

12. How often do you and your dog/s visit the beach from May to November?
- ○ More than weekly
- ○ Weekly
- ○ Monthly
- ○ Several times during May to November
- ○ Less than once or twice per year

* 13. When do you most often visit the beach with your dog/s? (tick all that apply)
- ☐ Weekend mornings
- ☐ Weekend afternoons
- ☐ Weekend evenings
- ☐ Weekday mornings
- ☐ Weekday afternoons
- ☐ Weekday evenings
- ☐ Irregular times and days

14. Do you visit the beach without your dog/s from May to November? If so, how often?
- ○ Yes, more than weekly
- ○ Yes, weekly
- ○ Yes, monthly
- ○ Yes, several times during May to November
- ○ Yes, once or twice per year
- ○ No, I don't use the beach during these months

* 15. When do you most often visit the beach without your dog/s? (tick all that apply)
- ☐ Weekend mornings
- ☐ Weekend afternoons
- ☐ Weekend evenings
- ☐ Weekday mornings
- ☐ Weekday afternoons
- ☐ Weekday evenings
- ☐ Irregular times and days

* 16. What is the main reason why you don't visit the beach?
- ○ People-related reasons (too crowded, too much rubbish etc)
- ○ Animal-related (control of dogs etc)
- ○ I'm just not a beach person
- ○ Other

* 17. You indicated that you don't visit Main Beach (Area D) because of animal-related reasons. Is this because of any concerns about dogs?
- ○ Yes
- ○ No

18. If you answered 'yes' to the previous question, are you concerned about any of the following?
- ☐ Dogs not being restrained on a leash
- ☐ A dog off-lead rushing up to you or others A dog attacking you or others
- ☐ A dog off-lead going into the dunes or other environmentally sensitive areas
- ☐ Dogs fighting or being aggressive to other dogs
- ☐ Owners not picking up their dog's poo
- ☐ Other (please specify)

Do you have any other dog-related concerns? (please specify)

19. If you answered 'no' to the question above, please describe your animal-related reasons for not visiting the beach.

* 20. What months of the year do you most often visit the beach? (tick all that apply)
- ☐ January
- ☐ February
- ☐ March
- ☐ April
- ☐ May
- ☐ June
- ☐ July
- ☐ August
- ☐ September
- ☐ October
- ☐ November
- ☐ December

* 21. What times and days do you most often visit the beach? (tick all that apply)
- ☐ Weekend mornings
- ☐ Weekend afternoons
- ☐ Weekend evenings
- ☐ Weekday mornings
- ☐ Weekday afternoons
- ☐ Weekday evenings
- ☐ Irregular times and days

About the Ocean Grove Main Beach Trial

Previous consultations about dog controls led to a proposal to prohibit dogs from approximately 805 metres of Ocean Grove Main Beach (Area D on the map). To assess how to best meet community needs, a two-year trial is currently underway for Area D at Ocean Grove Main Beach :
- Year One (2021) – dogs can be walked on-lead between 1 May and 30 November and prohibited for the remainder of the year
- Year Two (2022) – dogs are prohibited all year

*22. Are you aware of the trial currently in place for Ocean Grove Main Beach?
- ○ Yes
- ○ No

*23. How do you feel about the controls in place throughout the trial?
- ○ I support dogs being on-leash on Main Beach (Area D) from May to November
- ○ I would prefer dogs to be allowed off-leash under effective control on Main Beach (Area D) from May to November
- ○ I would prefer dogs not be allowed on Main Beach (Area D)
- ○ I'm not sure

*24. Please tell us WHY you have answered the previous question the way you have, including whether you think the trial is not well known/too limiting/not limiting enough/just right).

25. Since year 1 of the trial started on 1 January, have your beach visiting habits or your experience changed (or do you expect them to change)?

- Yes
- No
- Not sure

26. Please share why you submitted this response

27. Year 1 of the trial on Main Beach (Area D) started on 1 January. We're interested in your observations during your beach visits since then….

	Almost never	Rarely	Sometimes	Often	Almost always
Do owners pick up their dog's poo?					
Do people follow the relevant dog orders (effective control, on-leash, off-leash, restricted areas)?					
Is wildlife impacted by dogs?					
Are dogs being impacted by other dogs that are not under effective control?					

About the implementation of the dog control orders on Barwon Coast generally..

The current dog control orders for Barwon Coast were put in place in January 2021. The next few questions will seek your views and ideas on the promotion and enforcement of the orders.

Signage, promotion and enforcement (how well are we doing?)

City of Greater Geelong Animal Management Officers and an Environment Officer regularly visit the Barwon Coast beaches to educate and enforce the dog control orders. Barwon Coast and the City also undertake various education programs and activities focused on improving community understanding of the dog controls.

* 28. Are the dog control signs regarding dogs on the beaches and access trails clear?

- Yes
- No
- Not sure

29. Can you think of any ways in which the signs could be improved?

30. Do you have any suggestions or ideas to help the community better understand and abide by the dog control orders?

* 31. Have you seen or had an interaction with a City Animal Management Officers or Rangers in the past 12 months?

- Yes
- No

32. Is there any other feedback you would like to leave about the implementation of the Barwon Coast dog controls on Ocean Grove Main Beach or in general?

Thank you for your feedback. Your views and time are both valued.

Appendix C: Full survey: Year 2 (2022)

The full Year 2 survey follows. Note that not all questions were asked of all respondents, as explained in the Methodology.

Barwon Coast

Ocean Grove Main Beach Dog Controls

Barwon Coast and the City of Greater Geelong are undertaking a two-year trial of a dog-free area at Ocean Grove Main Beach.

The two-year trial is in response to community feedback provided to the City and Barwon Coast in 2019-2020. This feedback highlighted the need for an area of beach to be set aside as dog-free all year round.

We are seeking feedback from all beach users - dog walkers and non-dog walkers - about the trial dog orders at Ocean Grove Main Beach:

During Year One of the trial (2021), dog walking was allowed on leash from 1 May to 30 November and prohibited for the remainder of the year.
During Year Two (2022), dog walking is prohibited for the entire year.

The dog control trial area is shown on this map and video.

Thank you to the 1140 people who gave us feedback last year about the first year of the trial. Community comment was independently consolidated and distributed, and the report of findings can be read here.
We are now interested in your views on Year Two of the trial and any suggestions you may have for the successful implementation of the orders across the Barwon Coast coastal reserve.

The following survey will take about 5-10 minutes to complete. Please note that the survey is anonymous.

FURTHER INFORMATION
To help you make an informed response please read the 'Dogs on Beaches' webpage on the Barwon Coast website, which explains the current dog controls and the engagement processes that led to their development.

PRIVACY STATEMENT
The personal information requested on this page is being collected by City of Greater Geelong and Barwon Coast Committee of Management for the purpose of the Barwon Coast Main Beach Dog Control Trial or any other directly related purpose. The information you share will only be disclosed to carry out a deeper analysis of the data* or as required to do so by law. Our privacy policy is available on our website. If you wish to alter any of the personal information you have supplied to City of Greater Geelong, please contact us by sending an email to privacy@geelongcity.vic.gov.au.

*In order to gain a deeper understanding of the data provided to the City and improve our services to you, we will disclose the information you provide to us with our partner Barwon Coast Committee of Management and to our consultant Kismet Forward, which will carry out an analysis of the data.

First, a little about you...

* 1. Please indicate your age
- ○ Under 18
- ○ 18-24
- ○ 25-34
- ○ 35-49
- ○ 50-59
- ○ 60-69
- ○ 70-84
- ○ 85+

*2. What is your gender?
- Male
- Female
- Adult or child who identifies as non-binary, gender diverse, or with descriptors other than man/boy or woman/girl
- Prefer not to say
- Other (please specify - optional)

3. If you are a resident of the City of Greater Geelong, which suburb do you live in?

4. If you are not a resident of the City of Greater Geelong, what is your postcode?

5. Do you own a dog (or exercise someone else's)?
- Yes
- No

6. Do you currently visit the Ocean Grove Main Beach?
- Yes
- No

Now we would like to ask you about your use of the Ocean Grove Main Beach this year....

7. How often do you visit Ocean Grove Main Beach?
- More than weekly
- Weekly
- Monthly
- 2-11 times per year
- Annually

8. What months of the year do you most often visit Ocean Grove Main Beach? (tick all that apply)
- January
- February
- March
- April
- May
- June
- July
- August
- September
- October
- November
- December

9. When do you most often visit Ocean Grove Main Beach? (tick all that apply)
- Weekend mornings
- Weekend afternoons
- Weekend evenings
- Weekday mornings
- Weekday afternoons
- Weekday evenings

10. Why do you visit Ocean Grove Main Beach? (tick all that apply)
- It's where I work
- For exercise
- For recreation – friends and family time
- For recreation activities such as surfing, swimming, fishing
- For wildlife-related activities (bird watching, photography, volunteer group etc)
- Other (please specify)

* 11. What is the main reason why you don't visit Ocean Grove Main Beach?
- People-related reasons (too crowded, too much rubbish etc)
- I visit other areas on the beach where I can walk my dog
- I visit other places where I can walk my dog (not on the beach)
- (other) animal-related reason (control of dogs etc)
- It's not my closest/preferred beach
- I'm just not a beach person
- Other

12. Please tell us WHY you answered the previous question the way you have.

13. If dogs are allowed to return to Ocean Grove Main Beach on-leash, are you concerned about any of the following?

- Dogs not being restrained on a leash
- A dog off-lead rushing up to you or others A dog attacking you or others
- A dog off-lead going into the dunes or other environmentally sensitive areas
- Dogs scaring, harming or otherwise impacting on wildlife Dogs fighting or being aggressive to other dogs
- Owners not picking up their dog's poo
- I'm not concerned about any of the above

Do you have any other dog-related concerns? (please describe briefly)

About the Ocean Grove Main Beach Trial

Previous consultations about dog controls led to a proposal to prohibit dogs from approximately 805 metres of Ocean Grove Main Beach. To assess how to best meet community needs, a two-year trial is currently underway for Ocean Grove Main Beach:

- Year One (2021) – dogs were allowed on-lead between 1 May and 30 November and prohibited for the remainder of the year
- Year Two (2022) – dogs are prohibited all year

14. Are you aware of the trial currently in place for Ocean Grove Main Beach?

- Yes
- No

15. How do you feel about the controls in place throughout the trial?

- I support dogs being on-leash on Ocean Grove Main Beach from May to November
- I would prefer dogs to be allowed off-leash under effective control on Ocean Grove Main Beach from May to November I would prefer dogs not be allowed on Ocean Grove Main Beach
- I'm not sure

16. Please tell us WHY you have answered the previous question the way you have, for example, whether you think the trial is not well known/too limiting/not limiting enough/just right.

17. Since Year 2 of the trial started on 1 January (with dogs not allowed on Main Beach), have your beach visiting habits or your experience changed (or do you expect them to change)?

- Yes
- No
- Not sure

18. Please share why you submitted this response

About the implementation of the dog control orders on Barwon Coast generally...

The current dog control orders for the Barwon Coast coastal reserve (Collendina, Ocean Grove, Barwon Heads and 13th Beach) were put in place in January 2021. The next few questions will seek your views and ideas on the promotion and enforcement of the orders across the entire Barwon
Coast reserve.

Signage, promotion and enforcement (how well are we doing?)

City of Greater Geelong Animal Management Officers and an Environment Officer regularly visit the Barwon Coast beaches to educate and enforce the dog control orders. Barwon Coast and the City also undertake various education programs and activities focused on improving community understanding of the dog controls.

* 19. Are the dog control signs regarding dogs on the beaches and access trials in the Barwon Coast region clear?

- Yes
- No
- Not sure

20. Can you think of any ways in which the signs could be improved?

21. Do you have any suggestions or ideas to help the community better understand and abide by the dog control orders?

* 22. Have you seen or had an interaction with a City Animal Management Officer or Ranger in the past 12 months?

- Yes
- No
- Not sure

23. Is there any other feedback you would like to leave about the implementation of the Barwon Coast dog controls on Ocean Grove Main Beach or in general?

Thank you for your feedback. Your views and time are very important in the decision process.
The consolidated consultation report will be placed on the CoGG web page https://yoursay.geelongaustralia.com.au/dogorders. If you follow that page, you will be advised when the report is available.

Appendix D: Residential location of respondents

Suburb	%, *n* respondents *(Y1)*	%, *n* respondents *(Y2)*
Anakie	0%, 1	0%, 2
Armstrong Creek	0%, 4	0%, 2
Barwon Heads	12%, 130	9%, 72
Bell Park		0%, 1
Bell Post Hill		0%, 1
Bellarine	0%, 1	0%, 3
Belmont	1%, 7	1%, 8
Ceres	0%, 1	
Charlemont	0%, 1	0%, 2
Clifton Springs	2%, 23	2%, 15
Connewarre	1%, 6	1%, 5
Corio	0%, 1	
Curlewis	1%, 13	1%, 7
Drysdale	1%, 15	1%, 4
East Geelong	1%, 6	0%, 1
Geelong	0%, 4	0%, 1
Geelong West	0%, 4	0%, 1
Grovedale	0%, 2	0%, 2
Hamlyn Heights	0%, 2	
Herne Hill		0%, 1
Highton	1%, 7	1%, 4
Indented Head	0%, 2	0%, 1
Lara	0%, 1	
Leopold	1%, 16	2%, 17

Suburb	%, *n* respondents *(Y1)*	%, *n* respondents *(Y2)*
Manifold Heights	0%, 2	
Marcus Hill	0%, 3	
Marshall	0%, 2	
Moolap		0%, 2
Mount Duneed	0%, 1	
Newcomb	0%, 4	0%, 1
Newtown	0%, 5	0%, 3
North Geelong	0%, 2	
North Shore	0%, 1	
Ocean Grove	72%, 805	76%, 614
Point Lonsdale	1%, 8	1%, 8
Portarlington	1%, 7	0%, 2
Rippleside	0%, 2	
South Geelong	0%, 1	
St Leonards	0%, 4	1%, 6
Thomson	0%, 1	0%, 2
Wallington	2%, 20	2%, 15
Wandana Heights	0%, 1	
Whittington		0%, 1

When answering Q4 *'If you are not a resident of the City of Greater Geelong, what is your postcode?'*, 154 (*Y1*) and 118 (*Y2*) respondents provided Geelong postcodes.

It is assumed (but can't be confirmed) that these respondents had already answered the previous question.

Blank cells in the table indicate no responses received.

21 (Y1) and 29 (Y2) respondents said they live in municipalities other than the City of Greater Geelong, as shown in the table below.

Postcode	Suburb/town*	*n* respondents *(Y1)*	*n* respondents *(Y2)*
3015	Newport		1
3030	Werribee		1
3037	Calder Park	2	
3038	Keilor Downs		1
3049	Westmeadows	1	
3058	Coburg		1
3068	Clifton Hill		2
3070	Northcote	1	1
3078	Alphington	1	
3079	Ivanhoe		1
3095	Eltham		4
3101	Kew		1
3123	Hawthorn East		2
3127	Mont Albert		1
3130	Blackburn	1	1
3143	Armadale	1	
3162	Caulfield		1
3193	Beaumaris	1	
3228	Bellbrae	2	1
3240	Buckley	1	1
3260	Camperdown	1	
3331	Bannockburn		1
3338	Melton South		1
3340	Bacchus Marsh	1	
3350	Alfredton	2	
3352	Ballarat		2
3363	Creswick	1	
3400	Horsham	1	
3441	Mount Macedon	1	
3550	Bendigo	1	1
3629	Mooroopna		1
3777	Badger Creek	1	
3793	Monbulk		1
3934	Mount Martha		1
3944	Portsea		1
5085	Clearview (South Australia)	1	

* Suburb/town names were ascertained via a web search of the postcode provided. Where multiple places apply to a single postcode, only one has been entered.

Blank cells in the table indicate no responses received.

COUNCIL ORDER MADE UNDER SECTION 26 OF THE DOMESTIC ANIMALS ACT 1994

At its meeting on 13 December 2022 the City of Greater Geelong Council resolved to make the following Order pursuant to section 26(2) of the ***Domestic Animals Act* 1994**.

1. Application of orders

This order applies to the Barwon Coast Committee of Management area.

2. Definitions

In this Order:

Area A; 40W – 36W (13th Beach)	refers to the beach running between beach marker 40W and 36W, south of Thirteeth Beach Rd, and to the low-water mark.
Area B; 36W – 34W (East of 13th Beach horse zone)	refers to the beach running between beach marker 36W and 34W, south of Thirteeth Beach Rd, and to the low-water mark.
Area C; 27W – 15W west (West and east bank of the Barwon River, Ocean Grove spit and Ocean Grove beach)	refers to: the beach running along the west bank of the Barwon River's mouth, south of beach marker 24W (Ozone Rd) to beach marker 27W, and east to the low-water mark; the beach area running along the east bank of the Barwon River mouth, south of beach marker 21W, to the spit, and west to the low-water mark; the beach from the spit to the west-end of the Ocean Grove Main Beach (between beach marker 15W and 16W, called 15W west) and south to the low-water mark.
Area D; 15W west – 13W (Ocean Grove Main Beach)	refers to the beach running between beach marker 15W west and 13W, south of the Prominade and down to the low-water mark.
Area E; 8W – 7W (Collendina Beach)	refers to the beach running between 8W and 7W, south to the low-water mark.
Area F; 47W-44W	refers to the beach running between 47W and 44W, that starts adjacent to Breamlea Surf Lifesaving Club (Walkway Entrance) running to the Whittington and Blyth Street intersection, south to the low water mark
Area G; 50W-47W	refers to the beach running between 50W and 47W, that starts opposite to the Whittington and Blyth Street intersection running to the beach end of the access track opposite the intersection of Scott and Blyth Streets (Walkway Entrance) south to the low water mark
Area H; 52W-50W	refers to the beach running between Point Impossible (52W) and 50W
Easter Weekend	means between 12am on Good Friday and 11.59pm on Easter Monday.

Off-Leash Supervised Area	means an area (including an area at or between specified times and on or between specified dates) described as such in the Schedule.
On-Leash Controlled Area	means any area (including an area at or between specified times and on or between specified dates) described as such in the Schedule.
Prohibited Area	means an area (including an area on or between specified times and on or between specified dates) described as such in the Schedule.
Owner	has the same meaning as in the ***Domestic Animals Act* 1994**.

3. Owner obligations within an On-Leash Controlled Area

(1) The Owner of any dog must keep the dog under effective control by means of a chain, cord or leash (not exceeding 2 metres in length) held by the Owner and attached to the dog while the dog is in an On-Leash Controlled Area.

4. Owner obligations within an Off-Leash Supervised Area

(1) A dog may be exercised off a chain, cord or leash in an Off-Leash Supervised Area if:
- (a) the Owner has a leash in their possession and places their dog back on the leash when leaving the Off-Leash Supervised Area;
- (b) the Owner is able to demonstrate audible control of the dog;
- (c) the dog remains in visual and audible range of its Owner to allow it to be effectively recalled at any time;
- (d) The Owner applies necessary recall and restraint to the dog when the dog interacts with other dogs or persons within an Off-Leash Supervised Area, unless permitted otherwise by the Owner of the other dog(s) or the person(s) to enable the safe socialisation of dogs.
- (e) Dogs do not enter water habitats that contain wildlife or beach nesting birds, or chase wildlife in these areas;
- (f) Dogs which are attracted to the motion of wheels are controlled at all times; and
- (g) the Owner has means to pick up and appropriately dispose of dog droppings in an approved receptacle.

(2) Dogs that are aggressive to people or other dogs, behave in an anti-social manner must be muzzled and are not permitted to be off-leash.

(3) Dogs that are over-excitable and provide unwanted attention towards people, wildlife or other animals should be kept on-leash.

(4) Dogs declared menacing, dangerous, or a restricted breed are not permitted to be off-leash.

5. Prohibited Areas

(1) A dog must not enter or remain in any Prohibited Area.

(2) The prohibition under sub-clause (1) applies in a Prohibited Area regardless of whether or not the dog is on a chain, cord or leash.

SCHEDULE

1. On-Leash Controlled Areas

The following areas are On-Leash Controlled Areas:

AREA	TIME
Area A	When horses are present in horse zone
Area B	Between Dec 1 – February 28/29 and Easter Weekend from 7pm – 9am
Area C	Between Dec 1 – February 28/29 and Easter Weekend from 7pm – 9am
Area E	75m either side of the Collendina 7W beach access point
In-land shared trails and paths throughout the Barwon Coast Committee of Management catchment area.	Always
Caravan Park – transit only	Always
Within 10 metres of a barbeque area.	Always
Carparks	Always

2. Off-Leash Supervised Areas

The following areas are Off-Leash Supervised Areas:

AREA	TIME
Area A	When horses are not present in horse zone
Area B	March 1 – November 30 (excluding Easter Weekend)
Area C	March 1 – November 30 (excluding Easter Weekend)
Area E	Remainder of zone beyond 75m either side of Collendina 7W beach access point
Area G (50W-47W to low water mark)	Always
34W – 30W to low-water mark	Always
13W – 8W to low-water mark	Always

3. Prohibited Areas

AREA	TIME
42W – 40W to low-water mark	Always
30W – 27W to low-water mark	Always
21W – 22W to low-water mark	Always
Area B	Between Dec 1 – February 28/29 and Easter Weekend from 9am – 7pm
Area C	Between Dec 1 – February 28/29 and Easter Weekend from 9am – 7pm
Area D	Always

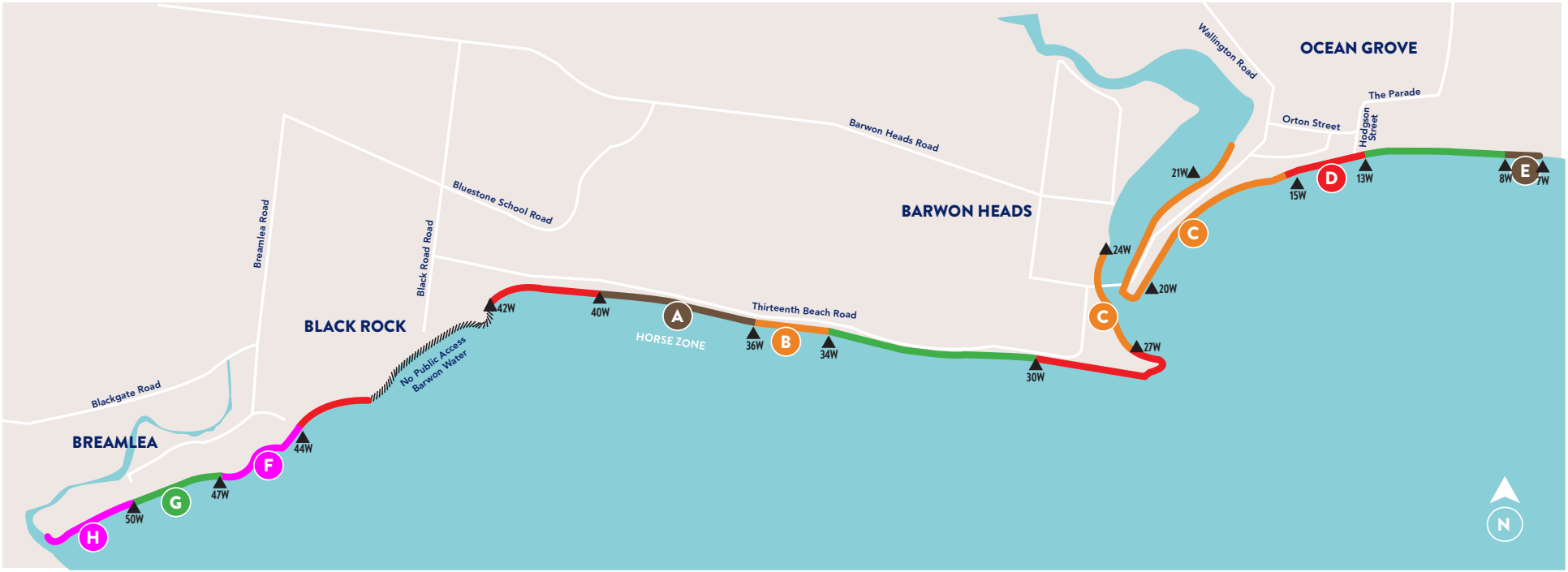
4. Conditional On-Leash Controlled Areas

The following areas are On-Leash Controlled Areas:

AREA	TIME
Area F (47W-44W to low water mark)	Allow dogs on leash during specified periods as designated by signage including periods during the hooded plover nesting season and/or other periods dedicated to protecting other wildlife (i.e. seals, penguins). Dogs are permitted to be off leash and supervised at other times/periods.
Area H (52W-50W to low water mark)	Allow dogs on leash during specified periods as designated by signage including periods during the hooded plover nesting season and/or other periods dedicated to protecting other wildlife (i.e. seals, penguins). Dogs are permitted to be off leash and supervised at other times/periods.

BARWON COAST COMMITTEE OF MANAGEMENT DOG CONTROL ZONE MAP

CITY OF GREATER GEELONG



DOG CONTROL ZONE GUIDELINES

AREA A (40W TO 36W)

Dogs must be on leash when horses are present.

Dogs permitted off leash under effective control other times.

AREA B (36W TO 34W) AND AREA C (27W TO 15W)

Dogs must be on leash between 1 December to 28/29 February and Easter weekend from 7pm to 9am and prohibited from 9am to 7pm.

Dogs permitted off leash under effective control from 1 March to 30 November (excluding Easter weekend).

AREA D (Hodgson St Steps to West end of Promenade)

Dogs prohibited all year.

AREA E (8W TO 7W)

Dogs must be on leash 75m either side of the Collendina 7W beach access point.

Dogs permitted off leash under effective control for the remainder of the zone.

AREA F (47W TO 44W) AND AREA H (52W TO 50W)

Dogs must be on leash within specified periods as designated by signage (eg: hooded plover nesting season and/or other periods dedicated to protecting wildlife such as seals or penguins.

Dogs permitted off leash under effective control other times.

AREA G (50W TO 47W)

Dogs permitted off leash under effective control all year.

LEGEND

- Off leash under effective control all year
- Prohibited all year
- Area A & E
- Area B & C
- Area D
- Area F & H
- Area G

2.3. Avalon Corridor Strategy

Source: **City Planning & Economy**
Director: **Gareth Smith**

Purpose

1. To seek Council adoption of the final Avalon Corridor Strategy (ACS), which responds to community and agency feedback.

Background

2. The ACS is a land use framework plan prepared by the City and Wyndham City Council (WCC), in collaboration with the Department of Environment Land Water and Planning (DELWP). It was prepared in response to a *Plan Melbourne 2017-2050* action to maintain a green break between Geelong and Melbourne.

3. Given the state and national significance of opportunities presented under the ACS and potential implications for assets like Avalon Airport, the City has liaised closely with the Victorian Government throughout development of the strategy.

4. In July 2021, Council resolved to fast track delivery of the employment precinct and requested the Minister for Planning to appoint the Victorian Planning Authority as the Planning Authority for the Greater Avalon Employment Precinct.

Key Matters

5. The final ACS **(Attachment 1)** seeks to:

    5.1. Protect significant cultural, landscape and environmental values and maintain a green break between Werribee and Geelong (while also retaining important economic and transport connections between the two regions).

    5.2. Safeguard state significant infrastructure and the long-term role of Avalon Airport from urban encroachment.

    5.3. Enable the Victorian Planning Authority (VPA) to prepare a structure plan for the Greater Avalon Employment Precinct (GAEP), to guide development of suitable land within and immediately adjacent to Avalon Airport.

6. Community consultation and agency feedback on the draft ACS occurred over six-weeks in August and September 2021. A summary of feedback received during community consultation is available via Have Your Say. A response to how this feedback has been considered in the final ACS is included at **Attachment 2**.

7. The Minister for Planning appointed the VPA as Planning Authority for the GAEP on 14 November 2021. Since then, the VPA has progressed work to confirm the precinct boundary.

8. The precinct boundary **(Attachment 3)** has been included in the Framework Plan in the final ACS. The boundary includes additional land south of Dandos Road and also recognises the need for further investigations to occur where land is identified as an Extractive Industry Interest Area (EIIA).

9. Changes to both state and local policies in the Greater Geelong Planning Scheme are required to implement the outcomes. It is necessary that the Minister for Planning implement these policy changes to the Greater Geelong Planning Scheme.

RESOLUTION - Item 2.3

Cr Aitken moved, Cr Harwood seconded -

That Council:

1. **Adopt the final Avalon Corridor Strategy;**
2. **Request the Minister for Planning to implement the final strategy into the planning policy framework of the Greater Geelong Planning Scheme; and**
3. **Note community and agency feedback received on the draft Avalon Corridor Strategy and how this has been responded to in the final strategy.**

Carried

Financial Sustainability

10. The ACS is intended to provide economic certainty for future employment opportunities within the Avalon Corridor and the northern part of Geelong. Through the structure planning process being led by the VPA, further work is required to be undertaken to confirm land suitable for industrial development within the Greater Avalon Employment Precinct (GAEP).

11. In particular, the VPA will work with the City and the Victorian Department of Jobs, Precincts and Regions (DJPR) to determine the presence and significance of geological resources identified as EIIAs. Through this process, it may be determined that some areas of land within the preferred GAEP boundary **(Attachment 3)** should be protected for potential future quarrying operations and are therefore not suitable for development.

12. The City will continue to provide input and work collaboratively with the Victorian Government on implementation of the ACS primarily through officer support, rather than direct financial support.

Community Engagement

13. Community consultation on the draft ACS occurred between 11 August 2021 and 21 September 2021. Outcomes of this consultation process are summarised in the consultation report available via Have Your Say.

14. The City used feedback from the community to update and finalise the ACS. responses to key themes raised during community consultation are included at **Attachment 2**.

15. Community consultation was also undertaken in late 2016 to understand community interests in the Avalon Corridor. A consultation report from this initial consultation is available via the ACS project webpage and Have Your Say. Updates to the community have been provided throughout the project via community bulletins uploaded onto the project webpage and circulated to the subscriber list.

16. Given the state significance of the Avalon Corridor and changes required to state policy, a VC amendment is recommended to implement the ACS into the Greater Geelong Planning Scheme. In preparing an amendment to incorporate the final ACS into the Greater Geelong Planning Scheme, DELWP will consider if further consultation is required through exhibition of the amendment.

Social Equity and Sustainability

17. Protection and enhancement of Wadawurrung cultural heritage and values is considered an important objective for the Avalon Corridor. The final ACS takes into account findings and recommendations of the background *Cultural Values Assessment* (CVA) completed in 2021, as well as principles of the Wadawurrung *Healthy Country Plan ('Paleert Tjaara Dja') 2020-2030*.

18. The City will continue to work with Wadawurung Traditional Owners Aboriginal Corporation and other stakeholders to implement the recommendations of the CVA, as relevant to the final ACS.

Relevant Law/Policy/Legal Implications

19. The final ACS is consistent with state government planning policy, in particular *Plan Melbourne 2017-2050*. Policy Direction 7.2.2 notes the need to safeguard state infrastructure opportunities and complementary development in the future, while maintaining a non-urban settlement break between Melbourne and Geelong.

20. In line with Ministerial Direction 19, the ACS was referred to the Environment Protection Authority (EPA) Victoria for response. Ministerial Direction 19 requires planning authorities to seek advice from the EPA when undertaking strategic planning processes and preparing planning scheme amendments.

21. Input from relevant policy areas in other Victorian and Commonwealth Government departments and agencies was also sought and has been taken into account in the final ACS. This includes an endorsed whole of Victorian Government response coordinated by DELWP and provided to the City in September 2022.

22. The final ACS will need to be incorporated into the Greater Geelong and Wyndham Planning Schemes before it has statutory weight. It is recommended that DELWP prepares a VC amendment to include relevant aspects of the final ACS in the planning scheme.

Alignment to Community Plan and Vision

23. This report aligns with Our Community Plan 2021-2025 strategic priority:
    Strong local economy.
    Sustainable growth and environment.

24. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:
    A prosperous economy that supports jobs and education opportunities.
    Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

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

Risk Assessment

26. Finalisation of the ACS is subject to adoption by WCC on 20 December 2022. The City and WCC have worked closely together throughout the project and WCC officers have reviewed the final version.

Environmental Sustainability

27. A key objective of the final ACS is to protect environmental and landscape values within the Avalon Corridor. This includes values associated with the Ramsar wetlands and the Western Grasslands Reserve.

28. An *Existing Conditions Report, Flora and Fauna* was prepared by Ecology and Heritage Partners and informed the final ACS. This background report notes the need for subsequent planning processes to consider potential impacts of future development on environmental and biodiversity values. Such processes include preparation of the structure plan for the GAEP and updates to the Avalon Airport Master Plan.

Attachments

1. Avalon Corridor Strategy [**2.3.1** - 134 pages]
2. Avalon Corridor Strategy - Consultation Report - Council Response [**2.3.2** - 4 pages]
3. Greater Avalon Employment Precinct Boundary [**2.3.3** - 1 page]

CITY OF GREATER GEELONG AND
WYNDHAM CITY COUNCIL

AVALON CORRIDOR STRATEGY

NOVEMBER 2022



hansen

wyndhamcity
city. coast. country

CITY OF GREATER
GEELONG

Open landscapes within the Avalon Corridor with longer range views to Wurdi Youang / the You Yangs
(image courtesy of D.Jones: Wadawurrung Traditional Owners Aboriginal Corporation, 2021)

ACKNOWLEDGEMENT OF COUNTRY

The City of Greater Geelong and Wyndham City Council acknowledge the Wadawurrung People as the Traditional Owners of the land, waterways and skies of the Avalon Corridor. 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 and Wyndham communities today.

WADAWURRUNG CULTURAL VALUES STATEMENT OF SIGNIFICANCE

Mula mula-a Anakie Youang baa Wurdi Youang ngubitj-iyu baa maiwan parrarr Nerm baa Wadawurrung ngoon di kinkinbil bango di tonak baa benganak marlo, booyankal, tolam ngubitj baa lakoora-bul, wul-a baa karringa-a.

In the shadows of Anakie Youang / The Anakies and Wurdi Youang / You Yangs down to the waters and former grasslands of Nerm / Port Phillip Bay and Corio Bay, this is a special place for Wadawurrung People and their animals, plants, birds, waters and skies; a place to care for and nurture.

Wadawurrung Traditional Owners Aboriginal Corporation

EXECUTIVE SUMMARY

The Avalon Corridor is an area of approximately 30,000 hectares of land between Geelong and Melbourne, which contains a number of state and regionally significant assets such as Avalon Airport and the Melbourne Water Western Treatment Plant (WTP). It encompasses the township of Little River and parts of Lara, and accommodates a wealth of biodiversity values and landscapes of environmental and cultural importance.

The Avalon Corridor requires clear strategic guidance regarding potential land use and development change, and direction on how to foster opportunities associated with its strategic location and the presence of significant assets and infrastructure. Within this context, the Avalon Corridor Strategy (the Strategy) has been prepared to provide a long-term strategic vision for the Avalon Corridor to 2050 in order to guide planning decisions for individual sites and the surrounding region. The Avalon Corridor Strategy has been jointly commissioned by the City of Greater Geelong (CoGG) and Wyndham City Council (WCC), in collaboration with the Victorian Department of Environment, Land, Water and Planning (DELWP).

The development of the Avalon Corridor Strategy has involved:

- Desktop review of existing strategic work which either broadly or specifically considers the future land use and development potential of the Avalon Corridor.
- Examination of opportunities and constraints within the Avalon Corridor with a view to define areas capable of being developed and areas to be retained as part of a green break to separate urban Melbourne and Geelong and to protect the area's significant views, grasslands and wetland habitat areas and cultural heritage.
- Engagement with major stakeholders – including local and state government, Melbourne Water, Avalon Airport, Wadawurrung Traditional Owners and other major landowners –to inform the preparation of the Strategy and to guide future development within the corridor.
- Development of a Framework Plan suitable for inclusion in the Wyndham & Greater Geelong Planning Schemes.

The key output of the Avalon Corridor Strategy is the Framework Plan (Figure 19), which outlines strategic guidance on the broader pattern of land use within the corridor and provides direction for future land use and development. The Framework Plan outlines various objectives and strategies at broad and precinct/sub-precinct level that relate to the strategic context and spatial representation of land uses across the corridor. These objectives and strategies will need to be considered when planning for future land use and development proposals.

The key guiding principles which underpin the Framework Plan include:

i. Maintain and reinforce a green break between Geelong (regional Victoria) and Werribee (metropolitan Melbourne).

ii. Protect green wedge and rural landscapes, as well as cultural and environmental features of identified value.

iii. Protect ongoing and future operations of the Western Treatment Plant.

iv. Protect ongoing and future expanded functional operations of Avalon Airport as per Avalon Airport, Master Plan.

v. Focus appropriate commercial and industrial development within and surrounding Avalon Airport, as per the Framework Plan.

vi. Create economic development and employment opportunities in the northern part of Geelong.

vii. Highlight the ongoing importance of the economic and transport connections between Werribee and Geelong.

viii. Protect and enhance traffic movement on major roads (current and proposed) and rail corridors.

ix. Avoid residential development within the Avalon Corridor.

x. Protect areas of acknowledged environmental value including coastline and Ramsar wetlands and grasslands (Figure 15).

xi. Protect Wadawurrung cultural values and areas of known cultural heritage significance, as well as post-contact heritage sites (in addition to undertaking further investigations as part of specific land use change and development proposals).

Although the Framework Plan sets out the broader directions for land use and development within the Avalon Corridor, it cannot anticipate all potential land use and development proposals of state or regional significance. Therefore, it needs to be flexible enough to be able to consider alternate outcomes which have not previously been identified. It will also be necessary for further detailed work to be completed, as outlined in Section 16.

Future work to be undertaken includes (but is not limited to) the following:

- Progressing relevant planning scheme amendments to implement the Avalon Corridor Strategy.
- Reviewing the extent of relevant Significant Landscape Overlays (SLOs).
- Developing Precinct Structure Plans (PSPs) for Werribee Junction and Mambourin East, as well as a Structure Plan for a Structure Plan for the proposed Greater Avalon Employment Precinct.
- Undertaking further environmental and cultural heritage assessments prior to future land use or development changes.
- Undertaking further assessments of movement and access within the corridor, particularly around proposed development areas.
- Reserving land required for major infrastructure projects, such as the Bay West Port.
- Establishing a formal township settlement boundary around Little River.
- Working with Avalon Airport to finalise the proposed Australian Noise Exposure Forecast (ANEF) and revise the Avalon Airport Master Plan, as required.

VISION STATEMENT

The Avalon Corridor will continue to provide a green break between Geelong (regional Victoria) and Werribee (metropolitan Melbourne), while protecting areas of recognised environmental, landscape, heritage and cultural value. It will limit residential growth while supporting the expanded operations of Avalon Airport as Victoria's second international airport and fostering new land use, development and employment opportunities on airport land and immediate surrounds (as appropriate). It will protect operations of the Western Treatment Plant to ensure it can continue to provide low-cost sewage treatment, recycled water for irrigation and support broader biodiversity values in the region.

CONTENTS

ACKNOWLEDGEMENT OF COUNTRY **3**

EXECUTIVE SUMMARY **4**

Vision Statement 5

1.0 INTRODUCTION **8**

1.1 Project Context and Aims 9

1.2 Methodology 10

1.3 Stakeholder Consultation 10

2.0 METROPOLITAN AND MUNICIPAL CONTEXT **12**

2.1 Environmental Assets 14

2.2 Major Infrastructure Assets 14

2.3 Melbourne and Geelong Green Break 16

2.4 Access and Movement 19

2.5 Other Influential Assets 20

3.0 STRATEGIC LAND USE STUDIES AND PLANNING POLICY **22**

3.1 Strategic Land Use Studies 23

3.2 Planning Policy 33

3.3 Summary of Key Considerations 44

4.0 LAND USE ANALYSIS **46**

4.1 Major Land Uses 47

4.2 Land Size and Ownership 50

4.3 Buffer Separation and Amenity Management 51

5.0 AVALON AIRPORT ANALYSIS **54**

6.0 ECONOMIC ANALYSIS **58**

6.1 Economic Overview 59

6.2 Land Available for Development 60

6.3 Relevant Economic Trends 60

6.4 Key Issues and Opportunities 61

6.5 Economic Planning Implications 61

7.0 TRANSPORT ANALYSIS **62**

7.1 Princes Freeway 63

7.2 OMR Transport Corridor 64

7.3 Avalon Airport Access Upgrades 64

7.4 Broader Road Network 65

7.5 Bay West Port Freight Network 65

7.6 Future Freight Network 67

7.7 Rail Network 68

7.8 Aviation Infrastructure 69

8.0 UTILITIES SERVICING ANALYSIS **70**

8.1 Summary of Corridor Utilities 71

8.2 Gas and Oil Pipelines 72

9.0 CULTURAL VALUES AND HERTIAGE ANALYSIS **74**

9.1 Aboriginal Cultural Heritage 75

9.2 Cultural Values Assessment 76

9.3 Post Contact Heritage 79

10.0 LANDSCAPE CHARACTER ANALYSIS **82**

10.1 Summary of Key Considerations 84

10.2 Landscape Recommendations 86

11.0 ENVIRONMENTAL ANALYSIS **89**

11.1 Flora and Fauna Analysis 90

11.2 Western Grassland Reserve 92

11.3 Important Wetlands 92

11.4 Marine Environment 94

11.5 Climate Change, Sea Level Rise and Flooding 94

11.6 Bushfire Risk 97

11.7 Weeds and Pest Plants 97

11.8 Hydrology, Salinity and Acid Sulphate Soils 97

12.0 EMERGING TRENDS AND INFLUENCES **98**

13.0 OPPORTUNITIES, CONSTRAINTS AND ISSUES **100**

13.1 Opportunities 101

13.2 Constraints 102

13.3 Issues 103

14.0 TOWARD A CONCEPTUAL FRAMEWORK PLAN **104**

14.1 Major Land Uses and Influences 105

14.2 Key Drivers and Role of the Framework Plan 105

14.3 Transport Synergies 106

14.4 Timing 106

14.5 Future Urban Development 108

14.6 Precincts - North and South 108

15.0 FRAMEWORK PLAN **110**

15.1 Framework Plan Objectives and Strategies 111

15.2 South Precinct 112

15.3 North Precinct 116

16.0 IMPLEMENTATION **120**

16.1 Framework Plan Implementation 121

16.2 Further Work to be Undertaken 124

17.0 APPENDIX 1 **128**

17.1 Planning Policy Framework 129

FIGURES

Figure 1:	Study area	11
Figure 2:	Regional context	15
Figure 3:	Green break	18
Figure 4:	Access and movement	21
Figure 5:	Planning controls implemented as part of the SERA pilot project	26
Figure 6:	Status of Green Wedge Management Plans	29
Figure 7:	Zones	40
Figure 8:	Overlays	43
Figure 9:	Existing land use	49
Figure 10:	Bay West Port development transport connection concepts	66
Figure 11:	Envisaged road and road freight interactions in Melbourne's west	67
Figure 12:	Cultural and post contact heritage	81
Figure 13:	Landscape assessment summary	85
Figure 14:	Landscape character	88
Figure 15:	Environmental influences	93
Figure 16:	Climate change, flooding and bushfire influences	95
Figure 17:	Major land uses and external influences	107
Figure 18:	Key principles	109
Figure 19:	Framework Plan	119

DIAGRAMS

Diagram 1:	Agricultural land quality class	29
Diagram 2:	Wyndham soil classifications	32
Diagram 3:	ANEC for 2019 airport operations	57
Diagram 4:	Proposed ANEC for ultimate airport operations	57
Diagram 5:	Key features in the view	87
Diagram 6:	Extent of landscape character area with high landscape value	87

ABBREVIATIONS

BIFT – Beveridge Interstate Freight Terminal

BPA – Bushfire Prone Area

CHMP – Cultural Heritage Management Plan

CoGG – City of Greater Geelong

DELWP – Department of Environment, Land Water and Planning

DJPR – Department of Jobs, Precincts and Regions

DoT – Department of Transport

EIIA – Extractive Industry Interest Area

EPBC Act – Environment Protection & Biodiversity Conservation

FZ – Farming Zone

FFG Act – Flora and Fauna Guarantee

GRZ – Green Wedge Zone

Hansen – Hansen Partnership Pty Ltd

NEIC – National Employment and Innovation Cluster

NIW – Nationally Important Wetland

OMR – Outer Metropolitan Ring

P&E Act – Planning & Environment

PPF – Planning Policy Framework

PSP – Precinct Structure Plan

RDF – Refuse Disposal Facility

RLUS – Rural Land Use Strategy

SERA – Strategic Extractive Resource Area

SLO – Significant Landscape Overlay

UGB – Urban Growth Boundary

VHI – Victorian Heritage Inventory

WCC – Wyndham City Council

WIFT – Western Interstate Freight Terminal

WTOAC – Wadawurrung Traditional Owners Aboriginal Corporation

WSUD – Water Sensitive Urban Design

WTP – Western Treatment Plant

INTRODUCTION

1.0 Introduction 9
1.1 Project Context and Aims 9
1.2 Methodology 10
1.3 Stakeholder Consultation 10

1.0

1.0 INTRODUCTION

The Avalon Corridor Strategy (the Strategy) has been prepared by Hansen Partnership, the City of Greater Geelong (CoGG) and Wyndham City Council (WCC), in collaboration with the Victorian Department of Environment, Land, Water and Planning (DELWP).

Key specialist inputs which have informed the Strategy have included:

- Landscape Character Assessment (2021) – Hansen Partnership
- Economic Outlook Report (2021) – Ethos Urban
- Existing Conditions Report, Flora and Fauna (2021) – Ecology & Heritage Partners
- Servicing Report (2021) – GHD
- Cultural Values Assessment (2021) – Unearthed Heritage and Wadawurrung Traditional Owners Aboriginal Corporation

Additional detailed commentary, input and guidance has been provided by the community and government agencies throughout the course and development of the Strategy.

1.1 PROJECT CONTEXT AND AIMS

The Avalon Corridor constitutes the large extent of land located between Geelong and Werribee, including the township of Little River and part of the township of Lara. The Avalon Corridor covers approximately 30,000 hectares of land and is illustrated in Figure 1.

Project aims:

To prepare a Framework Plan to guide land use and development in the Avalon Corridor to 2050 and to identify:

- Land to be protected for its environmental, cultural and landscape values.
- Land with capacity to be developed for infrastructure and other complementary employment generating uses.
- Issues and opportunities such as land capability and national and state infrastructure planning.
- Measures required to maintain a green break between Melbourne and Geelong.

The key project tasks have included:

- Desktop review of existing strategic work which either broadly or specifically considers the future land use and development potential of the Avalon Corridor.
- Examination of opportunities and constraints within the Avalon Corridor with a view to define areas capable of being developed and areas to be retained as green break to delineate a break between Melbourne and Geelong and to protect the area's significant views, grassland and wetland habitat areas and cultural heritage.
- Engagement with government and other major stakeholders including Melbourne Water, Avalon Airport, Wadawurrung Traditional Owners and other major landowner interests to inform the preparation of the Framework Plan to guide the future development of the corridor.
- Development of a Framework Plan suitable for inclusion in the Wyndham & Greater Geelong Planning Schemes.

Key matters the Avalon Corridor Strategy seeks to address include:

- Provide direction on suitable future land uses, including areas suitable for development and those that should be protected.
- Outline high level infrastructure commitments.
- Address buffer or separation issues (as appropriate).
- Define issues that need to be addressed by development proponents.

As a Land Use Framework Plan, the Strategy sits at the highest level of the Victorian planning hierarchy and guides subsequent planning processes such as Precinct Structure Plan (PSP) development. It is intended for key aspects of the Strategy to be incorporated both into the State and Local Planning Policy Framework, and for the Strategy itself to be designated as a background document.

1.2 METHODOLOGY

Preparation of the Avalon Corridor Strategy involved:

- Project inception, including guided project team tour of the Avalon Corridor.
- Desktop review of relevant policies, strategies and reports relating to the corridor.
- Targeted engagement with a range of major stakeholders.
- Initial community and stakeholder engagement from October to November 2016.
- Development and preparation of draft Framework Plan and associated report.
- Additional community and stakeholder engagement on the draft Strategy and Framework Plan from August to September 2021.
- Finalisation of Strategy following community and stakeholder engagement.

1.3 STAKEHOLDER CONSULTATION

A wide range of government agencies and other authorities were consulted during preparation of the Avalon Corridor Strategy, including:

- APA
- AusNet
- Avalon Airport
- Barwon Water
- CitiPower and Powercor
- Commonwealth Department of Defence (DoD)
- Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW)
- Department of Environment Land, Water & Planning (DELWP)
- Department of Jobs, Precincts and Regions (DJPR)
- Department of Transport (DoT)
- Environmental Protection Agency (EPA)
- Greater Western Water
- Parks Victoria
- Melbourne Water
- VIVA Energy
- Victorian Planning Authority
- Wadawurrung Traditional Owners Aboriginal Corporation

AVALON CORRIDOR STRATEGY

AERIAL

21 May 2021

KEY

- Study Area Boundary
- Municipal Boundary
- Railway station
- Railway line
- Freeway
- Major road
- Secondary road
- Avalon Airport
- Western Treatment Plant
- Youth Justice Facility, Cherry Creek (under construction

Figure 1: Study area

Project Ref: 19.322
Dwg No.: UDD-001
Scale 1:80,000@A3
Date: 14.12.21
Revision: D

hansen

METROPOLITAN AND MUNICIPAL CONTEXT

2.0	Metropolitan and Municipal Context	13
2.1	Environmental Assets	14
2.2	Major Infrastructure Assets	14
2.3	Melbourne and Geelong Green Break	15
2.4	Access and Movement	18
2.5	Other Influential Assets	20

2.0

2.0 METROPOLITAN AND MUNICIPAL CONTEXT

Policies within Plan Melbourne were a key driver for the development of this Strategy.

Avalon Airport is recognised in *Plan Melbourne 2017-2050* as a state significant Transport Gateway, with the purpose to secure adequate gateway capacity for moving passengers and freight into and out of Victoria and support future employment and economic development opportunities at major ports, airports and interstate terminals.

Key policies:

Policy 4.5.2 Protect and enhance valued attributes of distinctive areas and landscapes seeks to recognise and protect green wedges and peri-urban areas which contain landscapes that have significant geographic and physical features.

Policy 7.2.2 Strengthen transport links on national networks for the movement of commodities seeks to foster economic opportunities associated with the movement of goods within Victoria, interstate and internationally. This policy seeks to identify key freight corridors and interstate freight terminals.

Policy 7.2.2 specifically recognises that 'the Avalon corridor near Geelong contains nationally significant economic assets, including airport, road, rail and waste facilities. This corridor must be safeguarded for state infrastructure opportunities and complementary development in the future, as well as maintaining a settlement break between Melbourne and Geelong. Land use buffers for infrastructure and Avalon Airport and areas of high biodiversity value, including Ramsar conservation areas, must be protected.'

The *G21 Regional Growth Plan* is a reference document to State Planning Policy *Clause 11.01- 1R Geelong G21*. The Plan provides a strategic land use and growth framework to manage population growth of the region to 500,000 by 2050. The Plan identifies Avalon Airport and surrounds as an 'employment growth' opportunity and the development of a national transport and logistics precinct which includes and connects Avalon Airport, the Port of Geelong and the Geelong Ring Road Employment Precinct to maximise efficiencies in freight movement. This includes improving road and rail access to and from existing broad and standard gauge rail networks and major roads, including the Princes Freeway and the Geelong Ring Road.

In its metropolitan and municipal context the Avalon Corridor is strategically located between the outer edge of metropolitan Melbourne at Werribee and Victoria's second largest city of Geelong. The Avalon Corridor spans part of WCC and CoGG, with the alignment of Little River forming the municipal boundary line.

The Avalon Corridor contains a significant range of cultural and environmental values, as well as important infrastructure and assets. There is limited residential development within the established settlements of Lara and Little River.

The existence of important environmental and infrastructure assets gives rise to competing objectives. A particular strategic consideration is how these matters can be balanced and appropriately addressed through relevant policy frameworks. Noting this will constitute a functional role of the Frameworks Plan, there is a need to first consider the existing context and the range of relevant and influential considerations. This includes matters such as the long held planning principle of maintaining a green break between Melbourne and Geelong (land maintained for farming and agriculture, environmental value, landscape setting, and some low density and rural residential living). For clarity a green break is also referred to in some policy documents as a 'settlement break' or 'non-urban break').

The general metropolitan and municipal context of the Avalon Corridor is illustrated in Figure 2, with further details of environmental and infrastructure assets within the Avalon Corridor outlined under relevant headings.

2.1 – 2.2

2.1 ENVIRONMENTAL ASSETS

A range of significant environmental assets are located within the Avalon Corridor, including:

- Port Phillip Bay (Western Shoreline) Ramsar site
- Conservation reserves, such as:
  - Port Phillip Bay Coastal Reserve
  - Limeburners Bay Flora and Fauna Reserve
  - The Spit Wildlife Reserve
  - Werribee River Regional Park
  - Werribee Plains South and Werribee South green wedges
  - Western Grasslands Reserve
- Significant waterbodies, such as:
  - Western Treatment Plant (WTP) sewage treatment and conservation ponds
  - Werribee-Avalon Area Nationally Important Wetlands (including the former Cheetham Saltworks site)
  - Waterways and riparian corridors (including Werribee River, Little River, Lollypop Creek, Cherry Tree Creek and Hovells Creek)
  - Swamplands (Ryans Swamp Wetland, Paul and Belfrages Swamp, Edgars Road Swamp and Cherry Swamp)

The above environmental assets are notable for providing for significant wildlife habitat for a number of endangered and critically endangered species and communities, such as the Orange-bellied Parrot and Natural Temperate Grasslands of the Victorian Volcanic Plains.

2.2 MAJOR INFRASTRUCTURE ASSETS

The regional and metropolitan significance of the Avalon Corridor is reinforced by the number of state and nationally significant infrastructure assets it contains. Major infrastructure assets identified below are further expanded upon in subsequent sections of this Strategy.

Major infrastructure assets within the Avalon Corridor Strategy include:

- Avalon Airport, as Victoria's second international airport
- Princes Freeway, as the main road transport corridor between Melbourne and Geelong
- Geelong-Melbourne rail line, including the possible Avalon Airport Rail Link
- Melbourne Water WTP
- Wyndham refuse disposal facility (RDF), which serves a metropolitan catchment
- Cherry Creek Youth Justice Facility
- Point Wilson Munitions Facility
- Oil pipelines and high pressure gas pipelines
- The Outer Metropolitan Ring (OMR) Transport Corridor, as a future transport project with alignment confirmed and protected
- Bay West Port, designated by state government as the location for Melbourne's second container port terminal (targeted for operation from around 2055)
- Areas identified as containing or potentially containing extractive resources needed for the construction industry, such as rock, sand and gravel. These are shown as either Work Authorities (WAs) where quarries are operating or have licence to operate, Extractive Industry Interest Areas (EIIAs) where potential extractive resources of state significance have been identified, or Strategic Extractive Resource Areas (SERAs) where extractive resources of state significance have been confirmed.

AVALON CORRIDOR STRATEGY

REGIONAL MAP

KEY

- Study Area Boundary
- Geelong and Wyndham Municipal Boundaries
- Outer Metro Ring (OMR) transport corridor
- Rail
- Freeway
- Sorrento - Queenscliff ferry
- Around the bay bicycle route
- Suburban Rail Loop (note: alignment is conceptual and indicative only, and will be subject to change based on future detailed work)
- Land within the Urban Growth Boundary
- Western Plains South green wedge
- Werribee South green wedge
- Regional/ national parks
- Western grassland reserve
- Ramsar wetlands areas
- Wyndham Refuse Disposal Facility/ Holcim Quarry
- Avalon airport
- Western Treatment Plant
- Potential location of future Bay West port
- Future Bay West port (indicative concept design – subject to future planning and change)
- Extractive Industries Works Approvals (WA) – current and proposed
- Extractive Industries Interest Area (EIIA)
- Geelong Urban extent
- Strategic Extractive Resource Area (SERA)

Melbourne Airport
Sunshine
MELBOURNE
Cheltenham
Port of Melbourne
Port Phillip Bay
Potential Western Interstate Freight Terminal
CITY OF WYNDHAM
Werribee
Werribee South Intensive Agricultural Precinct
Brisbane Ranges National Park
You Yangs Regional Park
Little River
Lara
CITY OF GREATER GEELONG
Potential location of future Bay West Port
Point Wilson
Port of Geelong
GEELONG
Queenscliff
Point Lonsdale
Point Nepean
Mornington Peninsula
Sorrento
0 5 10 15km

Figure 2: Regional context

Project Ref: 19.322
Dwg No.: UDD-001
Scale 1:300,000@A3
Date: 14.12.21
Revision: D

hansen

2.3

2.3 MELBOURNE AND GEELONG GREEN BREAK

The Avalon Corridor provides a physical break in urban development between Melbourne and Geelong, being Victoria's capital city and second largest city respectively.

2.3.1 HISTORY OF GREEN BREAK

The concept of containing the extent of Melbourne growth has its basis in *Town and Country Planning Act 1944*, and has been progressively enshrined in planning policy in the following decades, culminating in the application of the current Metropolitan Melbourne Urban Growth Boundary (UGB). Whilst there has also been a long held planning principle to maintain a green break between Melbourne and Geelong, this has rarely been explicitly stated with the metropolitan strategic documents prepared for Melbourne over recent decades.

Of interest, *Planning Policies for Metropolitan Melbourne 1971* prepared by the former Metropolitan Board of Works (MMBW) adopted a corridor approach for accommodating future population growth, which resulted in the creation of green wedge areas still found within the boundary of metropolitan Melbourne, identified by the Green Wedge Zone (GWZ). This 1971 document also identified the need for a metropolitan-regional boundary and identified land south of the Princes Freeway as an important non-urban area. This included land still known as the Werribee South agricultural precinct.

Melbourne 2030 introduced the concept of the UGB in 2002 and served to formally cement this break between the outer edge of Metropolitan Melbourne at Werribee. Since then, there have been significant expansions to the UGB, including in 2010 and the subsequent logical inclusions process.

Plan Melbourne 2017-2050 outlines the importance of connection between cities and regions under *Direction 7.2 Improve connections between cities and regions*. This Direction explicitly states that the Avalon Corridor should be preserved for state infrastructure opportunities but also to ensure a maintenance of a settlement break between Melbourne and Geelong.

The Greater Geelong Planning Scheme (Clause 21.06-2) and Wyndham Planning Scheme (Clause 21.02-1) both identify the need to maintain a green break between Geelong and Werribee. For Greater Geelong, the G21 Strategy further contains a principle relating to 'connected communities', which refers to the need to provide settlement breaks between towns to maintain their unique identities.

Currently the state government is undertaking program of investigating Distinctive Areas and Landscapes within designated peri-urban areas (through relevant legislation including Part 3AAB of the P&E Act 1987). However no part of the Avalon Corridor has to date been designated as an area for investigation. Despite this, large areas of the study area form part of the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar Site, in addition to numerous sites of Aboriginal Cultural Heritage sensitivity and Victorian Heritage Register listings.

2.3.2 GREATER GEELONG SETTLEMENT STRATEGY

The principle of a settlement break between Melbourne and Geelong is reinforced by the Greater Geelong *Settlement Strategy 2020*, which was formally incorporated into the Greater Geelong Planning Scheme on 6 May 2021 via amendment c395. The Settlement Strategy clarifies what is defined as the green break or non-urban break, and its location between Geelong and Melbourne (Wyndham), as per the following statement (page 78-79):

> Non-urban breaks are critical to the identity of our municipality and individual townships and will also help establish long term settlement boundaries. There are some physical land constraints and uses that, by their nature, help maintain these breaks. However, in other cases, non-urban breaks will need to be more actively managed. Non-urban areas outside the Urban Growth Boundary in Melbourne are known as green wedges and are managed via a Green Wedge Management Plan. This could be an option for managing the non-urban breaks outside long term boundaries in Greater Geelong.

The following areas help maintain a non-urban break between Geelong and Melbourne:

- The Ramsar wetlands (mainly associated with Melbourne Water WTP and areas along the northern shore of Corio Bay and Outer Harbour)
- Areas reserved for conservation purposes, including the You Yangs Regional Park, part of the Brisbane Ranges National Park, the Serendip Sanctuary and the Mount Rothwell Conservation and Research Centre
- Areas with landscape value, such as the Barrabool Hills and You Yangs
- Areas containing infrastructure of regional and state significance, such as WTP and Avalon Airport.

2.3

The Settlement Strategy contains further principles and directions relating to the settlement boundary. Principles and directions relevant to the green break between Geelong and Melbourne (Wyndham) include:

Principle

Maintain the unique identity of Greater Geelong and its townships.

Directions

a. Maintain the non-urban breaks between Geelong and Melbourne (Wyndham), Geelong and the Surf Coast, urban Geelong and the Bellarine Peninsula, and the townships on the Bellarine Peninsula.

b. Assess areas with special local environmental or landscape values and consider options to help preserve and manage these breaks into the future.

2.3.3 DELWP GREEN WEDGE STRATEGIC WORK

Melbourne's green wedges are also vital for protecting green break land on the metropolitan fringe, with the concepts around the need to protect these dating back to the 1860s. Protection of Melbourne's green wedges is included in the *Planning and Environment Act 1987* as well as throughout the Victoria Planning Provisions.

Of relevance, DELWP is undertaking detailed strategic work to strengthen the green break role of nominated GWZ areas, which includes part of the Avalon Corridor within WCC. This project is part of the Victorian Government's commitment to protecting Melbourne's green wedge and peri-urban areas as outlined in Actions 17, 72 and 73 of Plan Melbourne. The project considers agricultural land within 100km from Melbourne and therefore has implications for both CoGG and WCC.

In 2020, DELWP released the *Planning for Melbourne's Green Wedges and Agricultural Land Consultation Paper* for public consultation. Page 20 of the Consultation Paper notes that 'the western study area is an important non-urban break between Melbourne and Geelong'. As such, the current designated GWZ land and the additional strategic work being undertaken to strengthen controls for its planning and protection will function to further reinforce a green break within and beyond the Avalon Corridor.

AVALON CORRIDOR STRATEGY

GREEN BREAK MAP

KEY

- Study Area Boundary
- Geelong and Wyndham Municipal Boundaries
- Outer Metro Ring (OMR) Transport Corridor
- Rail
- Freeway
- Around the bay bicycle route
- Suburban Rail Loop (note: alignment is conceptual and indicative only, and will be subject to change based on future detailed work)
- Land within the Urban Growth Boundary
- Western Plains South Green Wedge
- Werribee South Green Wedge
- Green Wedge Zone
- Regional/ national parks
- Western Grassland Reserve
- Farm Zone (FZ)
- Wyndham Refuse Disposal Facility/ Holcim Quarry
- Western Treatment Plant
- Potential location of future Bay West port
- Future Bay West port (indicative concept design – subject to future planning and change)
- Extractive Industries Works Approvals (WA) – current and proposed
- Extractive Industries Interest Area (EIIA)
- Geelong Ring Road Employment Precinct
- Pivot City Innovation Precinct
- Geelong urban extent
- Strategic Extractive Resource Area (SERA)

Melbourne Airport
Sunshine
Potential Western Interstate Freight Terminal
Brisbane Ranges National Park
CITY OF WYNDHAM
Werribee
Mambourin East PSP
You Yangs Regional Park
Werribee Junction PSP
Little River
Port Phillip Bay
Potential location of future Bay West Port
CITY OF GREATER GEELONG
Lara
Point Wilson
Port of Geelong
Geelong
0 5 10 15km

Figure 3: Green break

Project Ref:	19.322
Dwg No.:	UDD-001
Scale	1:300,000@A3
Date:	22.09.2022
Revision:	E

hansen

2.4

2.4 ACCESS AND MOVEMENT

The key access and movement networks within the Avalon Corridor are illustrated on Figure 4.

2.4.1 AVALON AIRPORT

Avalon Airport accommodates domestic and international flights, thereby playing a supporting role to functions and operations of Tullamarine Airport. Operational capacity of the airport has room for expansion, in line with the federally endorsed *Avalon Airport Master Plan* (2015). Expansion of airport activities will elevate Avalon Airport's status as Melbourne's second international airport.

2.4.2 PRINCES FREEWAY AND OMR TRANSPORT CORRIDOR

Princes Freeway is the major piece of road infrastructure which bisects the Avalon Corridor, consisting of a separated carriageway with three lanes of traffic in each direction. Princes Freeway plays a significant role on the movement of freight and people between Melbourne, Geelong and the regions beyond. Ensuring quick and reliable travel times between Melbourne and Geelong on the Princes Freeway is an important strategic priority to be maintained into the future. The functional role and operation of the Princes Freeway will be further augmented with the construction of the multi-modal OMR Transport Corridor, estimated to be built within 15-30 years.

2.4.3 GEELONG-MELBOURNE RAIL LINE

Like the Princes Freeway, the Geelong-Melbourne rail-line plays a significant role in the movement of people between Melbourne, Geelong and the regions beyond. The potential for a future rail link to Avalon Airport has been protected through a Public Acquisition Overlay (PAO). The existing rail-line configuration consists of three running lines: the eastern two being broad gauge (BG) intrastate lines servicing mainly passenger trains to Geelong; and the third western line being a standard gauge (SG) single bi-directional intrastate line.

The *Western Rail Plan* is a major Commonwealth and Victorian Government initiative that sets out objectives to deliver a faster, high-capacity rail network servicing growing outer suburbs and regional cities. The Plan seeks to deliver full separation of regional and metro services on the Geelong and Ballarat lines. The Geelong Fast Rail project is a targeted aspect of the Western Rail Plan and seeks to deliver faster journeys between Geelong and Melbourne, with a travel time of around 50 minutes. Construction is anticipated to commence in 2023.

Another associated rail project is the Suburban Rail Loop (SRL), a 90 kilometre rail line that will link every major service from the Frankston Line to the Werribee Line via Melbourne Airport. SRL West from Melbourne Airport to Werribee will build on the major road and rail projects already being delivered in the west, including Geelong Fast Rail.

2.4.4 INTERSTATE FREIGHT TERMINALS

The Victorian Government *Freight Strategy* (2018-2050) designates the Western Interstate Freight Terminal (WIFT) and the Beveridge Interstate Freight Terminal (BIFT) as the future intermodal freight terminals for Melbourne and Victoria. At a metropolitan scale the proposed WIFT at Truganina (north of the Avalon Corridor) is a major infrastructure initiative of state importance in the longer term. The Victorian Government is currently finalising the full business case for the WIFT and BIFT, including the preferred transport connections and staging. The business case is jointly funded by the Victorian and Commonwealth Government. The location of the WIFT is shown on Figure 2.

The Department of Transport's fact sheet on *Victoria's new intermodal freight precincts* notes that "the Victorian Government is planning to deliver new intermodal freight precincts at Truganina in Melbourne's west and Beveridge in Melbourne's outer north. The role of the new precincts will be primarily to handle interstate freight, but also the import and export container trade."

Currently, interstate freight containers are railed to terminals at Dynon adjacent to the Port of Melbourne, and then trucked to the outer suburbs and regional areas. However, the Dynon terminals have limited space and capacity, and can be difficult to access due to increasing congestion on the inner Melbourne road and rail networks.

The intended benefits of the WIFT is to allow more efficient freight movement by providing modern terminal facilities closer to the large industrial cluster in Melbourne's west, which in turn will reduce the time and length of truck trips. This will have the added benefit of reducing freight traffic through the inner west, potentially removing up to 2,000 truck movements daily. It is also intended for the WIFT to include provision for connection to the Bay West Port. Other benefits of the WIFT as a long term strategic option have been highlighted to:

- Significantly improve the capacity of interstate freight transport in the north-south and east-west national corridors connecting Melbourne;

- Complement other improvements to the north-south intermodal rail supply chain with matching capacity and service level improvements;
- Enhance national productivity by lowering the door-to-door cost of freight for interstate movements;
- Create opportunities for urban renewal in the North Dynon area;
- Reduce truck movements through Melbourne's inner west; and
- Improve rail access for port-related freight by removing many non-port freight movements from the Dynon precinct.

The *West Growth Corridor Plan* (2020) locates the WIFT on the northern side of Boundary Road, Truganina, between Christie's Road and the OMR Transport Corridor (well outside the Avalon Corridor study area).

Once state government determines its preferred solution, necessary steps will be taken to reserve land and access corridors required for future interstate terminals through relevant planning scheme provisions.

With regard to timing, 0-5 years has been indicated for planning and prioritisation of further investigation, and then between 10-30 years for the anticipated completion.

2.5 OTHER INFLUENTIAL ASSETS

The Avalon Corridor is also located adjacent to a number of important environmental, open space, extractive resource and tourism related assets, including:

- Port Phillip Bay and Corio Bay coastal environs (to the south).
- The Western Grasslands Reserve (to the north), which will become Victoria's largest native grasslands reserve and a site of strategic importance as an offset for Melbourne's continued urban expansion within the UGB. The reserve plays a strategic role in firming up Metropolitan Melbourne's UGB and supporting the protection of the green break between Wyndham and Greater Geelong. A small part of the reserve is located within the Avalon Corridor.
- The You Yangs Regional Park (to the west), which constitutes the single most significant landscape feature within the wider region. Strategic land use directions for the You Yangs Regional Park are guided by the *You Yangs Precinct Master Plan* (2021).
- The Werribee Open Plains Zoo and Werribee Mansion (to the east), which is a regionally important tourism node. The state government recently announced $84 million funding to make Werribee Open Plains Zoo the most significant open range zoo in Australia, to transform it into a world class facility, including a 1.6km tree top Sky Safari gondola boasting 360-degree views.
- Strategic Extractive Resource Areas (SERAs) in WCC, which contain strategic extractive resources (hard rock) needed for the construction industry and major state infrastructure projects. To protect these resources, the Victorian Government introduced the State Resource Overlay (SRO) in 2021.

The Avalon Corridor is also broadly influenced by the location of the other major land uses outside of, but within close proximity, including:

- Geelong Ring Road Employment Precinct
- Port of Geelong
- Pivot City Innovation Precinct
- Northern Geelong Growth Area

Ongoing investigations into the East Werribee Employment Precinct (EWEP), located just outside of the Avalon Corridor to the east are being undertaken. EWEP is proposed to be developed as a mixed use business precinct generating over 50,000 new jobs. It will be centred on a new lake and capitalise on the current heritage and economic base of the former Werribee Technology Precinct and emerging Health, Education and Justice Precincts. The proposed development will help to establish Werribee as a key business, service and employment hub of Melbourne's west.

AVALON CORRIDOR STRATEGY

ACCESS & MOVEMENT

KEY

- Study Area Boundary
- Municipal Boundary
- Avalon Airport Master (including revised Avalon Airport Ground Transport Plan)
- Railway station
- Railway line
- Proposed railway link
- Freeway
- Major road
- Secondary road
- Local road
- Outer Metro Ring Transport Corridor
- Around the bay bicycle route (indicative)
- Proposed new road connection
- Western Treatment Plant
- Potential location of future Bay West Port
- Public Acquisition Overlay - Schedule 10
- Future Bay West port (indicative concept design – subject to future planning and change)
- Extractive Industries Works Approvals (WA) – current and proposed
- State Extractive Resource Area (SERA)
- Geelong urban extent
- Proposed Armstrong/Ison Road connection to the existing Princes Freeway interchange at Geelong Road
- Anticipated SERA (quarry) traffic movement (to Werribee junction before Ison Rd connection) - Current routes
- Anticipated SERA (quarry) traffic movement (to Werribee junction after Ison Rd connection) - Likely future routes
- Planned removal of Little River Road connection to Princess Freeway resulting from OMR connection to Princes Freeway

Figure 4: Access and movement

Project Ref:	19.322
Dwg No.:	UDD-001
Scale	1:80,000@A3
Date:	03.10.2022
Revision:	E

hansen

STRATEGIC LAND USE STUDIES AND PLANNING POLICY

3.0	Strategic Land Use Studies and Planning Policy	23
3.1	Strategic Land Use Studies	23
3.2	Planning Policy	33
3.3	Summary of Key Considerations	46

3.0

3.0 STRATEGIC LAND USE STUDIES AND PLANNING POLICY

A wealth of existing background documentation is available which provides relevant strategic context for the Avalon Corridor. This work is critical for understanding the evolving scope of strategic influences within the Avalon Corridor, which have influenced the findings and recommendations relating to the Avalon Corridor Strategy.

A desktop analysis was undertaken of key policy and strategy documents across a range of professional expertise. An overview of key documents is provided in the following sections, along with a summary of key findings and directions.

3.1 STRATEGIC LAND USE STUDIES

A substantial number of background strategic land use related studies have been prepared which have either direct or indirect relevance to the Avalon Corridor Strategy. These include:

- *Plan Melbourne 2017-2050* (DELWP, 2017)
- *Rural Land Use Strategy* (CoGG, 2007)
- *Outer Metropolitan Ring/E6 Transport Corridor Planning Assessment Report* (VicRoads, 2009)
- *Delivering Melbourne's Newest Sustainable communities: Program Report* (Victorian Government, 2009)
- *Werribee-Geelong: Planning Investigation of Strategic Intent Developable Land Analysis* (Department of Transport Planning and Local Infrastructure, 2014)
- *G21 Regional Growth Plan and Implementation Plan Background Report* (G21, 2013)
- *South West Victoria Landscape Assessment Study - Regional Overview Report:* 2013
- *Avalon Airport Rail Link: Rail Corridor Establishment:* September 2014, Department of Transport Planning & Local Infrastructure
- *Native Vegetation Precinct Plan: Geelong Ring Road Employment Precinct (Amendment C423)* (Ecology Partners Pty Ltd, 2013)
- *Victorian Coastal Strategy* (Victorian Government, 2014)
- *West Growth Corridor Plan* (Growth Area Authority, 2012)
- *Avalon Airport Master Plan* (Avalon Airport, 2015)
- *Inundation Report: Bellarine Peninsula – Corio Bay Local Coastal Hazard Assessment* (Cardno, 2015)
- *Extractive Resources in Victoria: Demand and Supply Study 2015-2050* (PWC, 2016)
- *Werribee South Green Wedge Policy and Management Plan* (Wyndham City Council, 2016)
- *Victoria's 30-Year Infrastructure Strategy* (Infrastructure Victoria 2016)
- *Preparing Advice on Victoria's Future Port Capacity: Discussion Paper* (Infrastructure Victoria, 2016)
- *Second Container Port Advice: Evidence Base* (Infrastructure Victoria, 2017)
- *Port Phillip Environmental Management Plan 2017-2027* (DELWP, 2017)
- *Avalon Airport Ground Transport Plan* (Avalon Airport, 2017)
- *Protecting Victoria's Environment – Biodiversity 2037* (DELWP, 2017)
- *City Forest and Habitat Strategy 2017-2040* (WCC, 2017)
- *Healthy Waterways Strategy 2018-28* (Melbourne Water, 2018)
- *Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar Site Management Plan* (DELWP, 2018)
- *Helping Victoria Grow – Extractive Resources Strategy* (DEDJTR, 2018)
- *Western Rail Plan* (Victorian Government, 2018)

3.1

- *Western Plains South Green Wedge Management Plan: Background Report* (WCC, 2018)
- *Melbourne Sewage Strategy* (Melbourne Water, 2018)
- *Industrial Land Supply Report* (CoGG, 2018)
- *Victorian Freight Plan: Delivering the Goods* (DJPR, 2018)
- *Avalon Signage Audit* (SMEC, 2019)
- *Greater Geelong Settlement Strategy* (CoGG, 2020)
- *Strategic Extractive Resource Areas Pilot Project* (DELWP, 2020)
- *Planning for Melbourne's Green Wedges and Agricultural Land: Consultation Paper* (DELWP, 2020)
- *Avalon Airport ANEC Study: Noise modelling report* (GHD, 2020)
- *Victoria's 30-Year Infrastructure Strategy* (Infrastructure Victoria, 2020)
- *Lara Flood Study* (Amendment C339) (CoGG, 2020)
- *Lower Barwon and Lower Moorabool Flood Investigation* (DELWP, 2019)
- *Bellarine Peninsula - Corio Bay Local Coastal Hazard Assessment* (DELWP, 2015)
- *Marine and Coastal Policy* (DELWP, 2020)
- *Wyndham Coastal & Marine Management Plan 2020-2025* (WCC, 2020)
- *Independent review of the Victoria Ports System* (Victorian Government, 2021)
- *Draft Western Metro Land Use Framework Plan,* 2021 (DELWP, 2021)

The context and influence of these documents have been analysed along with a further analysis of a range of further municipal level strategies which have relevance with the context of the WCC and CoGG. The following text is a high level abridged summary of the key matters of influence and relevance to the Avalon Corridor Strategy.

GENERAL SUMMARY

The Avalon Corridor has been acknowledged as a strategic location of cultural values, economic assets, natural resources and existing infrastructure including:

- Avalon Airport
- Point Wilson Munitions Facility
- Western Treatment Plant (WTP)
- Existing major road and rail infrastructure
- Areas containing strategic extractive resources (hard rock and gravel) needed for the construction industry
- Ramsar-listed wetlands;
- Landscapes of recognised importance
- Cultural heritage and values
- Regional waterways
- Commonwealth and State-listed flora, fauna and communities
- Green wedge land.

Further summary commentary on the above items is provided below:

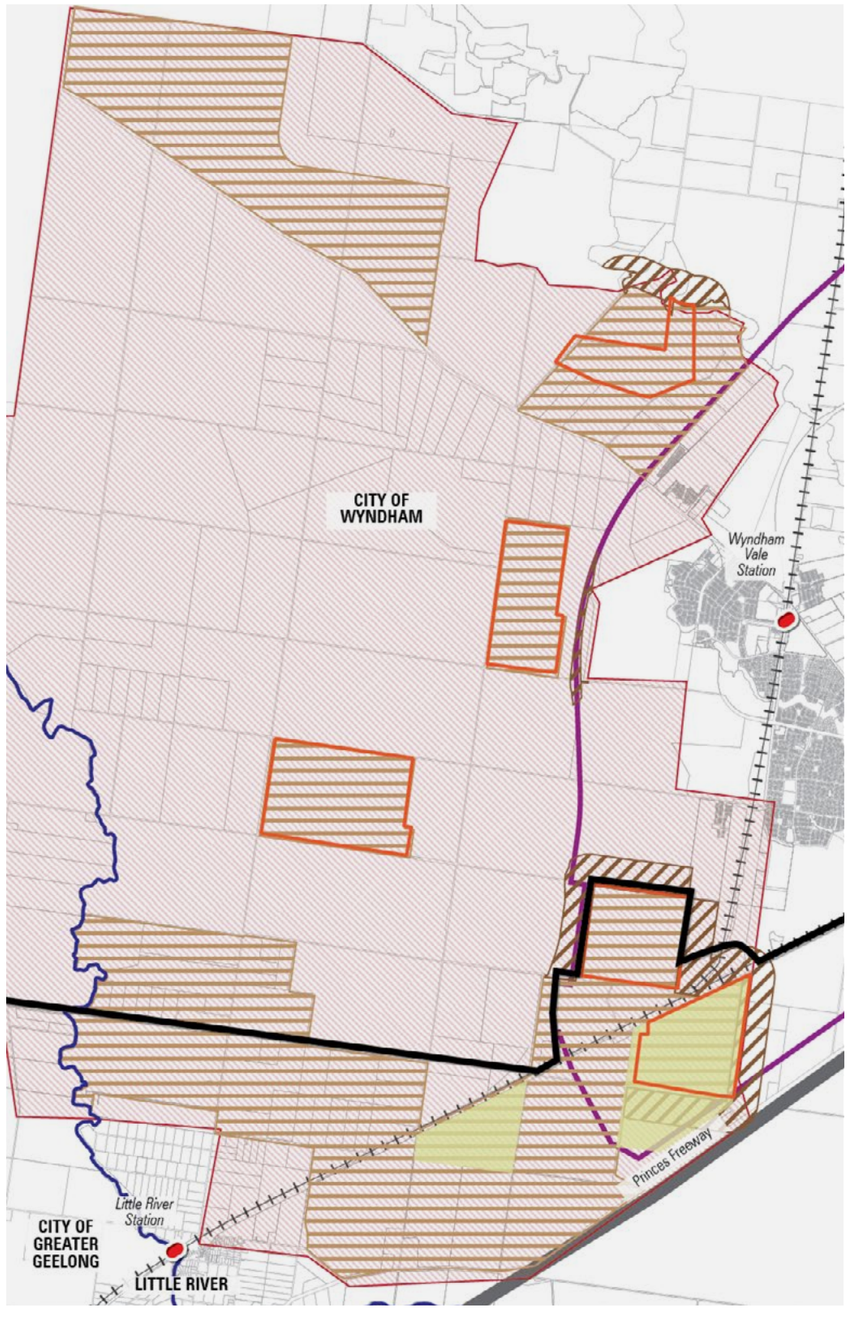
- The State significance and strategic importance of Avalon Airport is strongly highlighted through various documents, noting it provides opportunities for domestic travel and future growth in international capacity, freight services, and aeronautical industry.
- Avalon Airport is acknowledged as an important major employment node in Geelong's north, which also promotes economic opportunities on adjacent land. This precinct benefits from proximity and links to the Geelong Ring Road Employment Precinct, Geelong Port and freight and passenger rail networks. It therefore has major potential relating to export of regional products.

3.1

- A future rail link to Avalon Airport connecting Melbourne and Geelong passengers has been contemplated by a number of studies, with a preferred alignment protected through the application of a Public Acquisition Overlay (PAO14).
- The federally endorsed *Avalon Airport Master Plan* (2015) outlines future development plans, including details for ground transport and surface access. Excluding current runways and associated taxiways, the Master Plan notes that total developable land at Avalon Airport is approximately 1,600 hectares. It identifies seven developable precincts for the airport to guide its expansion and defines individual development objectives and indicative land uses into the future. These precincts are further outlined in the Land Use Plan attached to the Master Plan which provides details regarding the management and permissibility of development within the precincts.
- An update to the Master Plan has been flagged by Avalon Airport in light of emerging strategic directions and considerations around the need for a third cross runway. While it has not yet been confirmed when a revised Master Plan would be available, there remains a need to safeguard the option for a third runway into the future. Potential updates to the Master Plan would not change the overall intent of this Strategy to protect the operations of the airport and the option to develop the third runway.
- The *Victorian Freight Plan* (2018) nominates Bay West as the preferred location for Victoria's second container port. The preferred location of Bay West Port is within the Avalon Corridor, along the WTP coastline. Actions for the Bay West Port nominated in the Freight Plan include:
  - **Short term (1-5 years):**
    Further investigate the feasibility of Bay West as a container port including:
    - Determining the location of the port site at Bay West
    - Identifying preferred land transport corridors and the required land area
    - Commence a baseline environmental program for the Bay West Port site
    - Monitor key indicators to inform future decisions such as the size of container vessels.
  - **Medium term (5-10 years):**
    Subject to study outcomes, progressively plan, reserve land, and prepare for development of Bay West as a container port.
  - **Long term (10+ years):**
    Progressively plan and prepare for development of Bay West as a container port.
- Earlier work of Infrastructure Victoria, which informed the designation of the Bay West Port as the preferred option, noted that the capacity of Victoria's existing commercial ports should be optimised before any investment in a second major container port. Infrastructure Victoria also noted that:
  - The Port of Melbourne should be developed to have a capacity of approximately 8 million shipping containers.
  - A second major container port will not be required until the Port of Melbourne reaches approximately 8 million shipping containers, which is likely to be around 2055.
  - Detailed development planning for a second major container port needs to begin approximately 15 years prior to the port being required. Based on current analysis and projections, detailed planning for a second major container port should begin around 2040, with the new port to begin operation around 2055.
  - Bay West Port is the preferred location for a second major container port.
  - Bay West Port has strong transport, land use, environmental and amenity advantages, when compared to Hastings. Bay West Port is a good option for catering to container demand once capacity at the Port of Melbourne has been exhausted and is also well suited to becoming Melbourne's future container port in the long term.
  - Government should act now to protect the future Bay West Port option. This includes immediately identifying and securing land, applying planning protection for transport corridors and buffers (particularly future road and rail connections within the UGB), and commencing baseline environmental monitoring.

3.1

- Various strategic planning policies such as *Plan Melbourne* (2017) highlight and reinforce the importance of the provision of a green break and separation between Geelong and the outer edge of Metropolitan Melbourne at Werribee.
- The Greater Geelong *Settlement Strategy* (2020) reinforces the green break between the urban edge of Geelong and Melbourne (Werribee). The intent of this green break is to maintain the unique identity of Greater Geelong and its townships, and to address its physical characteristics, which includes Ramsar wetlands, the You Yangs Regional Park (including surrounding areas with significant cultural and landscape values), infrastructure of regional and state significance (including the WTP and Avalon Airport).
- The WTP vision for 2050 is to maximise the long term economic, social and environmental values of the WTP for the benefits of the community. Directions and initiatives include:
  - Ensuring ongoing capacity for sewage treatment, which is predicted to double by 2050.
  - Support development of Melbourne's circular economy through resource recovery including biosolids reuse programs, biogas harvesting for power generation, recycled water, organic food-waste co-digestion, and investigating nutrient recovery and renewable energy options.
  - Further developing agricultural production on site to take advantage of nutrient rich recycled water and proximity to transport and markets.
  - Maintain and enhance biodiversity and environmental values of local, state, national and international significance. The site is part of the Port Phillip (Western Shoreline) and Bellarine Peninsula Ramsar site, and is protected under the Environment Protection and Biodiversity Act (1999). The environmental values of the site are based on a reliable, year round source of water and nutrients. The site is an important drought refuge for many water birds.
  - Growing visitation and recreation opportunities through development of ecotourism based on birdwatching, biodiversity and heritage of the site to complement guided educational tours, and investigating potential regional cycling trail connections, through a green corridor along the Princes Freeway.



AVALON CORRIDOR STRATEGY

PLANNING CONTROLS IMPLEMENTED AS PART OF STATE EXTRACTIVE RESOURCE AREA (SERA) PILOT PROJECT

KEY

- Study Area Boundary
- Municipal Boundary
- Urban Growth Boundary
- Railway Station Boundary
- Railway line Boundary
- Special Use Zone Extractive Industry (SUZ26)
- State Resource Overlay (SR01)
- Extractive Industries Works Approvals (WA) - current & proposed
- Extractive Industries Interest (EIIA)

Figure 5: Planning controls implemented as part of the SERA pilot project

Project Ref:	19.322 UDD-001
Dwg No.:	80.000 @A4
Scale	15.12.21
Date:	A

hansen

3.1

- The Victorian Government's SERA pilot project identified areas within WCC as containing strategic extractive resources (hard rock) needed for the construction industry and major state infrastructure projects.
- The SERA pilot project made the following commentary regarding land of interest within WCC:
  - The Wyndham area is recognised for its vast flat basalt plains. A number of hard rock quarries have been operating in the area for decades, producing good quality road base and aggregate from the extracted basalt, which is used for major road projects and other infrastructure in and around greater Melbourne.
  - The large Western Grassland Reserve and the location of small settlements and nearby towns have helped to shape the proposed SERA boundary, which avoids these important areas. The SERAs encompass existing quarries and areas where there are potential extractive resources that may be suitable for future quarry development.
  - The formal gazettal of the pilot project into the Wyndham Planning Scheme has resulted in new planning controls in the form of the State Resource Overlay (SRO) being applied over the identified land, as shown in Figure 5.
- CoGG's *Industrial Land Supply Report* (2018) concluded there is an adequate supply of zoned and unzoned industrial land stocks to meet current trends and accelerated consumption rates across the municipal area of Geelong. It concluded there is no immediate shortfall of industrial land by specific lot size with an ample availability of smaller lots as well as the ability to service larger industrial users if required within the Geelong Ring Road Employment Precinct and Armstrong Creek North East Industrial Precinct.
- The study area is noted to include land formally known as the New Corio Estate. Planning issues associated with this area have previously been considered in detail as part of Amendment C243 which formalised the designation of a Native Vegetation Precinct Plan area associated with the Geelong Ring Road Employment Precinct.
- CoGG's *Rural Land Use Strategy* (2007) remains a strategically valid document and provides commentary regarding agricultural land use within the study area. The recommendations of the strategy include reinforcing rural activity and farmed landscapes, while protecting and providing opportunities for productive agriculture.
- The *Werribee-Geelong: Planning Investigation of Strategic Intent Developable Land Analysis* prepared by GHD (2014) for the former Department of Transport Planning & Local Infrastructure informed the preparation of Plan Melbourne and is relevant to the Avalon Corridor Strategy. This analysis divided the Avalon Corridor into five main investigation areas:
  1. **North Plains** - including land north of the Melbourne-Geelong railway alignment
  2. **Central East** - including land east of Little River between the Melbourne-Geelong railway alignment and Princes Freeway
  3. **Central West** - including land south of Melbourne-Geelong railway alignment between Lara and Little River
  4. **Central Coast** - including Melbourne Water land to west of Little River
  5. **Airport Environs** - including the current extent of Avalon Airport land.
- Land constituting the larger extent of the Lara and Little River townships and WTP land (east of the Little River waterway) were excluded from the investigation area for the GHD analysis.
- Based on the designated investigation areas, the report provides a high level analysis of the constraints posed by the identified environmental, heritage, planning, infrastructure and other land constraints within the area, and outlines development opportunities for the investigation areas. The study also highlights the role played by the green break between Geelong and Melbourne for landscape, heritage and social values and its implications for development.
- While the significant existing and planned transport infrastructure for the area poses opportunities for development, the report highlighted considerable constraints including biodiversity and conservation values, airport and quarry buffer requirements, odour impact from the WTP, landscape and visual impacts, flooding and drainage issues, and servicing upgrade requirements.

3.1

- The report designates land based on three indicators including:
  - Land potentially suitable for development
  - Further investigation required
  - Land unsuitable for development.
- Of note, the majority of land identified as being potentially suitable for development is quite fragmented, with the only larger continuous area being located to the west of Avalon Airport. As this report was based on a desktop assessment of available information, further investigation of development potential is required. The merits of any proposal should be assessed against relevant Planning Scheme requirements.
- In general, the report acknowledges potential for employment and infrastructure development. It does not identify residential development opportunities due to considerable constraints. The report suggests leveraging key infrastructure assets for compatible and complimentary land uses, including industrial and logistical uses in areas subject to noise, odour and height constraints (such as Avalon Airport).
- Green wedge considerations are also relevant to the Avalon Corridor Strategy. Green wedge land has protection under Part 3AA of the P&E Act, which requires any planning scheme amendment to alter or remove controls over GWZ land to be approved by the Minister for Planning and ratified by both Houses of Parliament. In addition to this legislative protection, DELWP are facilitating a major piece of strategic work to better plan for the management and protection of green wedge land.
- DELWP's *Planning for Melbourne's Green Wedges and Agricultural Land: Consultation Paper* (2020) was out for community consultation until February 2021. This project is part of the Victorian Government's commitment to protecting Melbourne's green wedge and peri-urban areas as outlined in Actions 17, 72 and 73 of Plan Melbourne. The project considers agricultural land within 100km from Melbourne and therefore has implications for both CoGG and WCC.
- Land within the Avalon Corridor designated as GWZ is located within WCC. This includes land located outside of the UGB and extending to Little River which forms the municipal boundary between WCC and CoGG.
- The Consultation Paper identifies that while green wedge areas have been largely protected from urban encroachment, existing policy and planning measures are no longer effective. The paper highlighted the following concerns:
  - Increased land speculation and pressure to convert farmland to other uses
  - Increased appetite for rural lifestyles and use of these areas for a range of urban activities
  - Incremental and irreversible loss of land that is agriculturally productive or has important non urban uses
  - More land use conflicts, particularly where urban areas adjoin rural areas.
- The Consultation Paper outlined a number of recommendations that aim to deliver lasting protection of agricultural land and guide decision-making on green wedge areas, including:
  - Anticipate challenges to agricultural productivity under climate change
  - Realise the unique and strategic opportunities afforded by the study area's unique natural attributes, proximity to Melbourne and infrastructure capabilities
  - Protect the special qualities and significant features of the environmental, economic, cultural and health values of the study area for our communities
  - Achieve greater certainty and consistency of planning and decision-making across the study area to realise a sustainable future for our growing city and state.
- Strategic land use decisions affecting green wedge land in WCC are further guided by the Green Wedge Management Plans for Werribee South (2016) and Western Plains South (ongoing).
- The *Werribee South Green Wedge Management Plan* (2016) covers land within WCC located outside of the UGB and south of the Princes Freeway. Land within the Avalon Corridor affected by the Werribee South Green Wedge Management Plan is noted to exclusively fall within the WTP site.

3.1



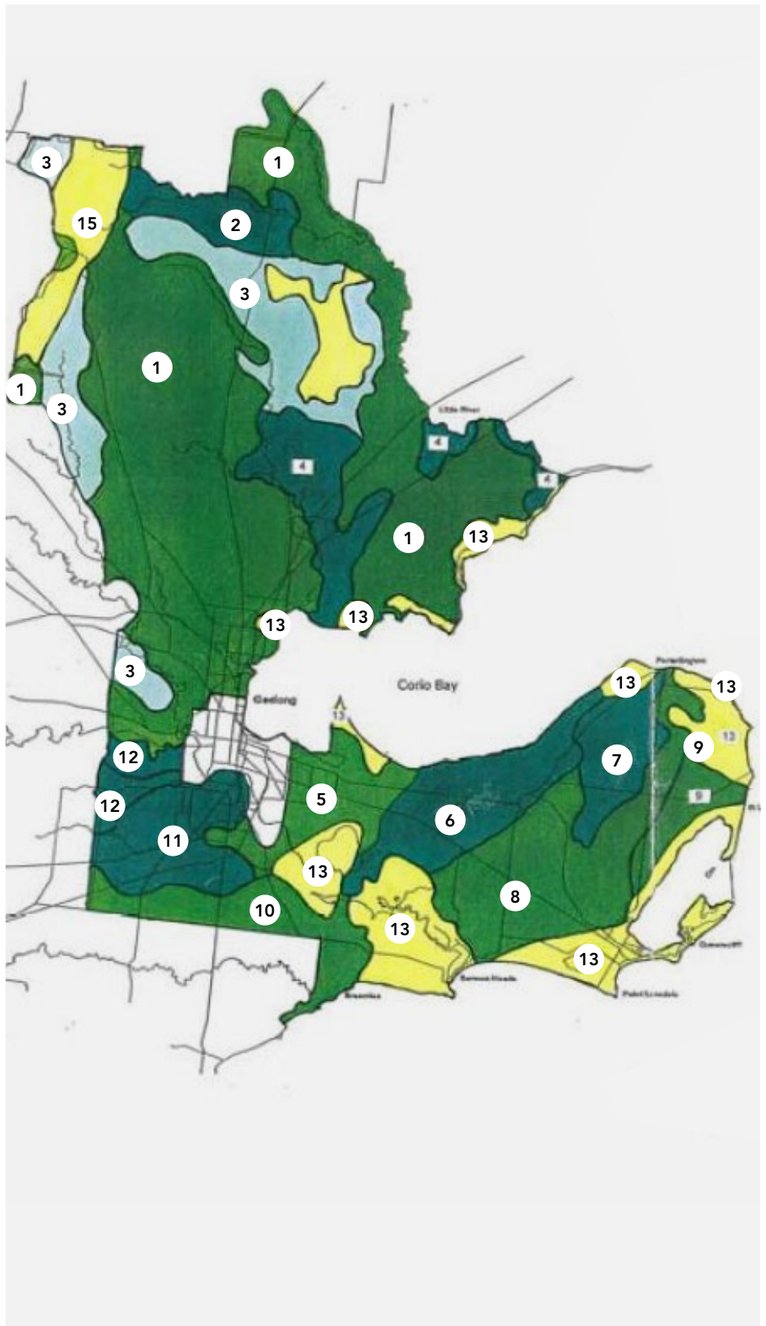
Figure 6: Status of Green Wedge Management Plans (source: Planning for Melbourne's Green Wedges and Agricultural Land: Consultation Paper, DELWP, 2020)

AVALON CORRIDOR STRATEGY

STATUS OF GREEN WEDGE MANAGEMENT PLANS

KEY

- Complete
- Not Complete
- Green Wedge
- Urban Area



LAND SYSTEM

KEY

- Besall Plains 1
- Balliang Alluvium 2
- You Yangs & other Sandy Loams 3
- Lara & other Colluvium 4
- Moolap Alluvium 5
- Cental Peninsula 6
- Bellarine Hills 7
- Lower Peninsula 8
- Swan Bay 9
- Mt. Duneed Basalt 10
- Waurn Ponds 11
- Barrabool Hills 12
- Coastal Sands and Estuaries 13
- You Yangs Granites 14
- Brisbane Ranges 15

LAND QUALITY CLASSES

- 1 None Identified Study Area
- 2
- 3
- 4
- 5
- Urban or Outside Study Area

Diagram 1: Agricultural land quality class (source: CoGG Rural Land Use Strategy, 2007)

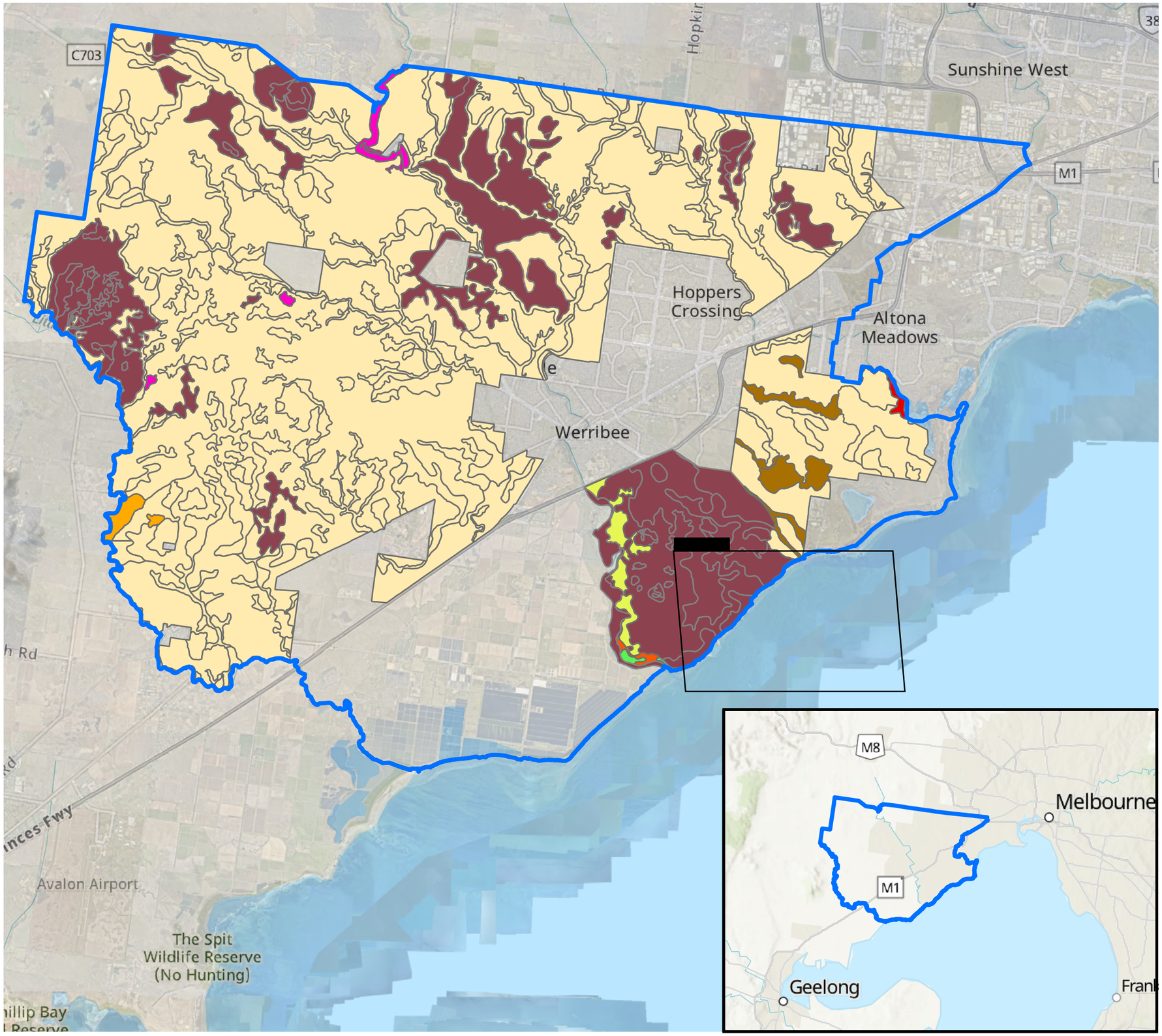
3.1

- The *Western Plains South Green Wedge Management Plan: Background Report* (2018), covers a larger area of land within WCC located outside of the UGB to the west and northwest of Werribee. Large areas of this green wedge are located within the Western Grasslands Reserve and have therefore already been identified for long term conservation.
- For other parts of the Western Plains South Green Wedge within the Avalon Corridor, the Background Report raises a range of considerations for further analysis through the development of a draft Green Wedge Management Plan:
  - Develop a clear vision, strategic objectives and land use outcomes that reinforces the role and function of the green wedge and UGB.
  - Encourage improved interfaces between the green wedge and future urban and infrastructure development to prevent land use conflict and protect visual amenity.
  - Consider precincts as a mechanism to acknowledge diversity of landscapes, land uses and values within the green wedge and tailor policy to respond to localised issues and opportunities.
  - Consider natural attributes of the land, current land use, strategic directions and preferred land use outcomes including opportunities for agriculture, tourism and recreation.
  - Consider a landscape character study of the green wedge including identification of views and viewpoints.
  - Consider appropriate planning controls and management measures for sensitive landscape areas on the basis of the landscape character study.
  - Consider tourism and recreation opportunities that support protection and enhancement of biodiversity values.
  - Continue to apply measures that recognise and protect heritage values.
  - Consider measures to improve understanding and appreciation of dry stone walls and the role of landholders as custodians.
  - Continue to engage with Traditional Owners in the planning and management of the green wedge.
  - Consider opportunities for beneficial reuse of recycled water from the Melton Recycled Water Plant.
  - Continue to apply measures to protect utilities and extractive industry from encroachment by sensitive uses.
  - Work closely with VicRoads and relevant agencies to reduce impacts arising from the implementation of road infrastructure including the OMR Transport Corridor.
- The *Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar Site Management Plan* (DELWP, 2018) sits within an overarching framework for the management of coastal ecosystems in Victoria and Australia. At the national level, the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) establishes the basis for managing Ramsar sites and provides a set of national guidelines for describing ecological character and developing management plans (DEWHA 2008). In Victoria, the Victorian Waterway Management Strategy guides the management of rivers, estuaries and wetlands. The Site Management Plan aligns with Action 3.4 and 3.9 in Water for Victoria by improving waterway health and knowledge of waterways and catchments.
- The primary purpose of the Site Management Plan is to maintain ecological character and promote appropriate land use within the Ramsar site. The site supports a number of environmental, economic, social and cultural values, which need to be maintained. Accordingly, the Site Management Plan aims to 'maintain, and where necessary improve, the ecological character of the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar Site and support wise and sustainable use.'
- CoGG's *Rural Land Use Strategy* (2007) (RLUS) provides direction for agricultural land use within the Avalon Corridor. The strategic directions outlined in the Executive Summary (page 4) state that the Rural Land Use Strategy sets out a long term vision for the City's rural areas that:
  - Reinforces a rural, farmed landscape beyond urban areas
  - Continues to protect and provide opportunities for productive agriculture
  - Enhances the condition of the environment and the natural resource base
  - Contributes to the ongoing economic prosperity and quality lifestyle of the region.

3.1

- The RLUS includes an agricultural land quality class map (Diagram 1). Within the Avalon Corridor the following land quality classifications are present:
  - Class 2 - high quality agricultural land
  - Class 3 - moderate quality agricultural land
- Section 10.8 (Northern area) of the RLUS is relevant to the Avalon Corridor Strategy and notes:
  - The northern areas of the City comprise rural landscapes used for cropping, grazing and viticulture
  - The You Yangs and Brisbane Ranges are significant landscape features
  - Land is largely of Class 3 quality, with some areas of Class 2 quality land
  - Land is still largely in parcels of productive size, and there are a number of large properties comprising many parcels of land being farmed.
- The RLUS nominates that land within the Avalon Corridor should be maintained for agricultural use, and development adjacent to the You Yangs should be limited and carefully managed to protect landscape features.
- Section 10.9 Avalon notes that Avalon Airport is a significant state and regional transport facility. Rural and agricultural land near the airport provides potential for intensive horticulture activities and presents significant opportunities for export of high quality produce to domestic and international markets. Such activities should be supported as a part of the agricultural economy of Greater Geelong.
- Recommendations of the RLUS are clear in seeking to reinforce rural activity and farmed landscapes, while protecting and providing opportunities for productive agriculture. Key types of agriculture identified by the RLUS are outlined below:
  - Broad acre farming relates to the large scale production of grains and other crops, or the grazing of livestock for meat or wool, on a large scale.
  - Intensive farming relates to methods of agricultural production that requires high inputs to maximize productivity of a small piece of land for either crops or animals.
  - Dryland farming relates to the cultivation of crops without irrigation in regions of limited moisture, typically less than 50 centimetres of precipitation annually.
  - Irrigation farming relates to the agricultural process of applying controlled amounts of water to land to assist in the production of crops, as well as to grow landscape plants and lawns.
  - Greenhouse farming relates to the farm practice of growing crops within sheltered structures covered by a transparent, or partially transparent, material. The main purpose of greenhouses is to provide favourable growing conditions and to protect crops from unfavourable weather and pests.
- Agricultural viability within the study area is noted to be moderate to high based on the RLUS. There is also potential for alternate forms of agriculture such as greenhouse farming to be contemplated. However, this form of farming is generally not supported by the community for amenity reasons, and could impact the broader rural landscape character of the Avalon Corridor. If greenhouse farming is pursued within the Avalon Corridor, siting and design considerations would be of critical importance.
- There are opportunities to consider potential use of recycled water within the Avalon Corridor from the WTP (Melbourne Water), Northern Treatment Plant in Corio (Barwon Water) and Melton Recycled Water Plant (Greater Western Water). Currently, the production of recycled water is not cost-effective. However, recycled water may become more financially viable in the future through technical advancement or Government investment, incentives and subsidies.
- The soil profile of the Avalon Corridor aligns with the Newer Volcanics Province, which extends from the west of Melbourne to Mount Gambier. The underlying bedrock is generally characterised by basalts and lavas, with later sedimentary units around waterways and the coastline. Ongoing quarrying activities in the area have also created deposits south of the Princes Highway.
- Due to the underlying geology, soils in WCC vary across the municipality with Brown Sodosols being the most common unit (Diagram 2). Red Sodosols are also present within localised areas of WCC, such as the Werribee Irrigation District. Sodic soils contain high levels of sodium and can be challenging to manage due to their chemistry, structure and behaviour in wet and dry environments. Areas containing sodic soils within WCC and the wider Avalon Corridor require ongoing management of erosion and soil stability, as well as flow on impacts on surrounding natural systems.

AVALON CORRIDOR STRATEGY - WYNDHAM SOIL MAP



KEY

SOIL ORDER (AUSTRALIAN SOIL CLASSIFICATION)

- Red Dermosols
- Red Ferrosols
- Extratidal Hydrosols
- Redoxic Hydrosols
- Arenic Rudosols
- Red Sodosols
- Brown Sodosols
- Black Sodosols
- Black Vertosols
- Wyndham LGA boundary

Wyndham City Council - Created September 2022

Esri, NASA, NGA, USGS, Vicmap, Esri, HERE, Garmin, FAO, NOAA,USGS, Esri, CGIAR, Vicmap, Esri, HERE, Garmin, Foursuare, METI/NASA, USGS, Esri, Geoscience Australia, NASA, NGA, USGS, Esr, HERE, Garmin, METI/NASA, USGS.

Coordinate System: WGS 1984 Web Mercator Auxiliary

Diagram 2: Wyndham soil classifications

0 5 10

3.2

3.2 PLANNING POLICY

A range of planning policies are relevant to the Avalon Corridor Strategy, including the State Planning Policy Framework (PPF) and the Local PPF contained in both the Wyndham and Greater Geelong Planning Schemes. A summary of relevant planning policies at both State and municipal level are outlined below.

3.2.1 PLAN MELBOURNE

Plan Melbourne (2017) contains a number of directions, policies, principles and outcomes of relevance to the Avalon Corridor. It identifies Avalon Airport and the proposed Bay West Port as a state significant transport gateways and recognises the need to secure adequate capacity for moving passengers and freight into and out of Victoria. Plan Melbourne also supports future employment and economic development opportunities at major ports, airports and interstate terminals, noting the need to protect these assets from incompatible land uses.

POLICIES

- **Policy 1.1.5 Support major transport gateways as important locations for employment and economic activity** - speaks specifically to designated ports, and airports and acknowledges the Bay West Port as a possible seaport within the Avalon Corridor. This policy seeks to ensure that land around state-significant transport gateways are protected from incompatible land uses to ensure they keep generating economic activity and new jobs.
- **Policy 1.1.6 Plan for industrial land in the right locations to support employment and investment opportunities** - highlights the economic contribution of industrial land, the need to protect existing industrial land from incompatible land uses to allow for future growth, and to identify strategic locations for major development linked to the Principal Freight Network and transport gateways and networks. The Plan Melbourne 2017-2050 Addendum 2019 recognises Avalon Airport as a transport gateway and identifies the Avalon Rail Link and the Western Rail Plan as potential transport infrastructure improvements.
- **Policy 3.4.1 Support sufficient gateway capacity with efficient landside access** - seeks to evaluate appropriate locations for Victoria's second container port and also speaks to the importance of the WIFT and Avalon Airport.
- **Policy 4.5.1 Strengthen protection and management of green wedge land** - identifies the Avalon Corridor as being partially within a green wedge area (Western Plains South) and a peri urban area and seeks to protect GWZ areas from inappropriate land use and development.
- **Policy 7.2.2 Strengthen transport links on national networks for the movement of commodities** - specifically refers to the Avalon Corridor, noting:
  - "Victoria's economy depends on its ability to move goods between state-significant places (such as regional cities and Melbourne) and to interstate and international markets. Transport network planning must ensure that industries such as Victoria's food and fibre industry remain viable and competitive. This should include identification of key freight corridors and interstate freight terminals. For example, the Avalon corridor near Geelong contains nationally significant economic assets, including airport, road, rail and waste facilities. This corridor must be safeguarded for state infrastructure opportunities and complementary development in the future, as well as maintaining a settlement break between Melbourne and Geelong. Land use buffers for infrastructure and Avalon Airport and areas of high biodiversity value, including Ramsar conservation areas, must be protected."

PRINCIPLES

- **A globally connected and competitive city -** relates to developing and delivering on infrastructure to support competition across different sectors
- **Environmental resilience and sustainability -** relates to the protection of biodiversity and natural resources
- **A city of centres link to regional growth** - relates to physical, social and economic connections between Melbourne and regional areas

3.2

OUTCOMES AND DIRECTIONS

OUTCOME	DIRECTION
Outcome 1 Melbourne is a productive city that attracts investment, supports innovation and creates jobs	**Direction 1.1** Seeks to strengthen competitiveness of the economy and direction 1.4 seeks to support the productive use of land in non-urban areas
Outcome 3 Melbourne has an integrated transport system that connects people to jobs and services and goods to market	**Direction 3.4** Seeks to improve freight efficiency and increase capacity of gateways while protecting urban amenity
Outcome 4 Melbourne is a distinctive and liveable city with quality design and amenity	**Direction 4.5** Seeks to protect green wedges and peri-urban areas
Outcome 6 Melbourne is a sustainable resilient city	**Direction 6.5** Seeks to protect and restore natural habitats, this is relevant due to the Avalon Corridor's environmentally significant sites
Outcome 7 Regional Victoria is productive, sustainable and supports jobs and economic growth	**Direction 7.2** Seeks to improve connections between cities and regions

IMPLEMENTATION

Plan Melbourne includes a separate implementation plan with short, medium and long term actions.

- **Action 17 Support strategic planning for agriculture** seeks to 'improve planning decision-making to support sustainable agriculture by identifying areas of strategic agricultural land in Melbourne's green wedges and peri-urban areas. This will give consideration to climate change, soils and landscape, access to water, integration with industry and significant government investment in agricultural infrastructure.'
- **Action 18 Management of extractive industry** seeks to 'protect the extractive industry and future extractive-resource assets from incompatible land uses by adopting planning options consistent with the findings of the Extractive Resources in Victoria, Demand and Supply Study, 2015–2050.'
- **Action 48 Strategy for future gateways** seeks to 'protect options for future air and sea ports and intermodal terminals through appropriate planning frameworks.'
- **Action 72 Review green wedge planning provisions** seeks to 'review green wedge planning provisions to ensure they support Plan Melbourne outcomes for green wedges.'
- **Action 73 Green Wedge Management Plans** seeks to 'support local government to complete and implement green wedge management plans to protect and enhance the agricultural, biodiversity, environmental, natural resource, tourism, landscape and other values of each of Melbourne's green wedges.'
- **Action 74 Localised planning statements for distinctive areas and landscapes** seeks to 'prepare localised planning statements for other distinctive areas within Melbourne's green wedges and peri-urban areas.'
- **Action 95 Environmental protection for coastlines and waters of Port Phillip Bay and Western Port** seeks to 'improve environmental protection for Melbourne's coasts and the waters of Melbourne's bays through local planning schemes.'

3.2

3.2.2 PLANNING POLICY FRAMEWORK

The PPF is contained in all Victorian Planning Schemes and include policies that relate to the use and development of land throughout Victoria. The PPF covers issues of state importance that address settlement planning, residential development, environmental and landscape values, natural resource management, built environment and heritage, housing, economic development, transport and infrastructure, in addition to more specific regional focused policies.

Beyond the overarching Plan Melbourne strategy, there are a number of Regional Strategic Plans embedded into Clause 11 - Settlement. The regional Development Plan relevant for the CoGG is the G21 Regional Growth Plan directly referenced at Clause 11.01-1R - Geelong (G21).

Further relevant policies of the PPF are listed in Appendix 1.

3.2.3 PLANNING POLICY FRAMEWORK: WYNDHAM PLANNING SCHEME

The PPF at a local level includes two key sections, including: the Municipal Planning Strategy (MPS) and local planning policies. The MPS sets out the vision documents for Council. Within the Wyndham Planning Scheme, the MPS acknowledges expected increases in population growth and sets out key strategies for settlement planning, land use direction, environmental protection, economic development, transport, infrastructure and landscape values.

In relation to the Avalon Corridor, the MPS places an importance on safeguarding areas of environmental significance and landscape value (with specific mention to the Ramsar sites), maintaining the green break between Werribee and Geelong, diversifying the local economy, supporting integrated transport networks and providing for increased industrial land development opportunities.

Relevant Clauses within the Wyndham MPS include:

- **Clause 02.03-1 Settlement – Little River** includes strategic directions to provide for limited consolidation in the Little River area, subject to resolution of airport noise from Avalon Airport, infrastructure constraints and development of a township plan; and to Manage the development of Little River to avoid overdevelopment, protect adjoining rural precincts from development impacts and prevent further expansion of the township into the surrounding rural precincts.
- **Clause 02.03-1 Settlement – Green Wedges** includes the strategic direction to protect Wyndham's Green Wedges from inappropriate development and urban intrusion. Broadly it seeks to protect green wedges from inappropriate development, retain biodiversity values, and encourage compatible rural uses.
- **Clause 02.03-2 Environmental and landscape values** contains objectives to protect and restore biodiversity and natural habitats; to protect Wyndham's natural environment and landscape with respect to growth, land use and the impacts of climate change; to protect and enhance the distinctive sense of place, cultural identity and landscape within the growth areas of Wyndham; to manage urban encroachment on the coast and its impacts on environmental values along the coast.
- **Clause 02.03-3 Environmental risks and amenity** contains objectives to promote environmental sustainability through built form, urban infrastructure and consolidation; to apply the 'precautionary principle' when planning for the City to help avoid serious or irreversible climate change effects; to minimise the City's contribution to climate change and gas emissions and minimise the impacts of climate change on Wyndham's natural and built environment; to protect the community from the economic, social and environmental risks associated with flooding; to ensure that new use and development include adequate fire protection measures.
- **Clause 02.03-4 Natural resource management** contains objectives to minimise the loss of productive agricultural land and the impacts of incompatible uses on farming operations; to protect the Werribee South market gardens as an area of State agricultural significance; to support the role of rural areas beyond the Urban Growth Boundary to protect and restore biodiversity and viable future rural land uses; and to protect waterways, aquatic areas, wetlands, swamps, catchments, riparian land and waterway valleys.
- **Clause 02.03-7 Economic development** contains objectives to provide sufficient land to attract investment and generate additional jobs, and to promote Wyndham as a place for long term business attraction and expansion.
- **Clause 02.03-8 Transport contains relevant objectives to:** provide improved and accessible transport options, and to maintain and enhance existing road infrastructure.

Local planning policies contained in the Wyndham Planning Scheme provide more specific policy direction in relation to neighbourhood character, amenity associated with non-residential development, telecommunications, advertising signage, heritage and electronic gaming machines. It is noted that none of these local policies have particular relevance to the scope of the Avalon Corridor Strategy.

3.2

3.2.4 PLANNING POLICY FRAMEWORK: GREATER GEELONG PLANNING SCHEME

The PPF at a local level includes two key sections: the Municipal Planning Strategy (MPS) at Clause 02 and local components of planning policies at Clauses 11 to 19. At Clause 02.02 the MPS sets out the overarching vision for Greater Geelong: *Geelong, coast, country and suburbs, is the best place to live through prosperity and cohesive communities in an exceptional environment.*

Relevant Clauses within the Greater Geelong MPS include:

- **Clause 02.03-1 Settlement** provides strategic direction for settlement growth in Greater Geelong, particularly directing and containing residential growth within identified areas of the municipality, and limiting rural living developments to existing zoned land. With respect to Lara, this clause notes that the Avalon Airport and nearby land provide significant opportunities for employment and economic growth and includes a direction to protect and enhance key environmental, cultural and landscape features, including the rural characteristics of Lara.
- **Clause 02.03-7 Industry** notes the need to provide support for ongoing employment and economic development in the Geelong region and the need to support industry through the maintenance and improvement of infrastructure including roads, rail and Avalon Airport. The clause provides strategic directions to:
  - Provide an adequate supply of industrial land that meets the needs of different industries.
  - Focus new industrial development around major transport routes and infrastructure assets.
  - Encourage the growth of new and economically sustainable industry sectors.
  - Provide a diverse range of high quality industrial and commercial land.
- **Clause 02.03-8 Transport** notes that Avalon Airport is a major economic and tourism asset to the region and includes a direction to protect and enhance the role of the Avalon Airport, including its expansion options and ongoing technical viability and operational requirements.
- **Clause 02.03-2 Environmental and landscape values**

The Local Planning Policy Framework (Clauses 11 to 19) also includes various policies relevant to the Avalon Corridor, including:

- **Clause 11.01-1L-01 Settlement – Greater Geelong**
  - Retention of the rural landscape setting including views to the You Yangs.
  - Protection of agricultural land, particularly to the north of Lara and aquaculture or intensive agricultural production activities adjacent and complementary to Avalon Airport.
  - Protection of opportunities for a potential intermodal transport facility [With regard to the 'potential intermodal transport facility', the Lara Structure Plan Map contained in Clause 11.01-L-03 Lara clarifies this to be to the northeast of the township and between the Melbourne/ Geelong railway alignment and Old Melbourne Road].
  - Protection of the current and future operations and development of Avalon Airport including associated or compatible uses.
- **Clause 14.01-1L-02 Dwellings and subdivision in farming areas**
  - An objective to ensure that the development of dwellings and excision of existing dwellings are consistent with the use of land for sustainable rural uses.
  - A strategy to discourage house lot excisions.
  - A strategy to support construction of a dwelling where:
    - The dwelling will not result in the property being removed from agricultural production and the primary use of the land will continue to be agriculture.
    - Existing agricultural activity on adjoining land will not be compromised.
    - The proportion of the property used for the dwelling and ancillary infrastructure is minimised and located on the area of lowest agricultural quality.
- **Clause 17.01-1L-01 Diversified economy – Greater Geelong**
  - Support the development of seafood and aquaculture industries, particularly in North Geelong, Portarlington and Avalon.
  - Support the development of aerospace industries within the confines of the Avalon Airport site.
- **Clause 17.04-1L-02 Tourism in rural areas**
  - Support tourism uses associated with an agricultural activity on the land.
  - Discourage tourism uses not associated with an agricultural activity on the land unless specified criteria apply.



Open, flat agricultural fields which are typical of the plains landscape

3.2

3.2.5 ZONES

A variety of zones are applied in the Avalon Corridor through the Greater Geelong and Wyndham Planning Schemes. The largest single zone within the Avalon Corridor is the Public Use Zone (PUZ) which applies to the WTP, followed by the Green Wedge Zone (GWZ) within WCC and the Farming Zone (FZ) predominantly found within CoGG.

Both the GWZ and FZ seek to limit development and maintain larger lots for rural and related activities, which is further articulated through relevant state and local policies of the PPF. The result of such zones and policies is that land within these areas is relativity free of development and generally maintains larger lot sizes and an open landscape rural character.

A summary of the applicable zones and overlays is provided below and in Figures 7 and 8.

PUBLIC USE ZONE

The Public Use Zone (PUZ) recognises public land use for community services and facilities. It applies to publicly owned land and includes a variety of uses as outlined in the relevant Schedule.

- PUZ1 applies to land containing services and utilities. Within the Avalon Corridor, this includes the WTP, which extends across both Wyndham and Geelong municipality.
- PUZ2 applies to land used for education. In the Avalon Corridor this relates to Little River Primary School.

TRANSPORT ZONE

The Transport Zone (TRZ) seeks to provide for an integrated and sustainable transport system, and applies to land previously controlled by the PUZ. Land within the Avalon Corridor is allocated for state transport infrastructure (TRZ1 – regional railway), principal road network (TRZ2 – Princes Highway and intersections) and significant municipal roads (TRZ3).

SPECIAL USE ZONE

The Special Use Zone (SUZ) applies to sites that have been developed or used for a specific purpose that is listed within the relevant Schedule. The SUZ includes areas that are within the Port Phillip (Western Shoreline) and Bellarine Peninsula Ramsar site. The Ramsar site needs to be taken into consideration in any planning or development proposals, given it is a matter of national environmental significance under the Environment Protection and Biodiversity Conservation ACT 1999.

- SUZ6 in the Wyndham Planning Scheme relates to the Earth and Energy Resource Industry and provides for the operation of a number of quarry sites, both active and approved, including the Wyndham RDF and Holcim Quarry, the Holcim extractive industry site adjacent to the west and the proposed extractive industry site to the north.
- SUZ1 in the Greater Geelong Planning Scheme relates to Environmental Wetlands, Salt Production and Land Based Aquaculture Activities, and applies to the former Cheetham Saltworks site west of Avalon Airport.
- SUZ11 in the Greater Geelong Planning Scheme relates to the Avalon Airport precinct and contains the following specific purposes:
  - To provide for an operational airport and associated activities.
  - To provide for a range of employment generating land uses which do not adversely interfere with the operation of the airport.
  - To provide for use and development that facilitates the vision and development objectives contained in any approved Master Plan for the airport.
  - To provide for a range of commercial, industrial and retail facilities which add to the diversity of economic generating activities.
  - To ensure the use and development of the site are compatible with existing uses in the vicinity.
  - To ensure that land uses have consideration of environmental attributes of the area.

3.2

INDUSTRIAL 2 ZONE

The Industrial 2 Zone (I2Z) applies to the Mountain View Quarry Site and surrounds. The I2Z prioritises land to be available for heavy industry which requires substantial buffers, as articulated within the relevant zone purposes:

- 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.
- To promote manufacturing industries and storage facilities that require a substantial threshold distance within the core of the zone.
- To keep the core of the zone free of uses which are suitable for location elsewhere so as to be available for manufacturing industries and storage facilities that require a substantial threshold distance as the need for these arises.

PUBLIC PARK & RECREATION ZONE

The Public Park & Recreation Zone (PPRZ) applies to publicly owned land that provides community facilities. Within the Avalon Corridor this relates to land on the north-eastern border next to the Werribee River and also adjacent to the Little River watercourse.

PUBLIC CONSERVATION & RESOURCE ZONE

The Public Conservation & Resource Zone (PCRZ) applies to land south-west of the WTP along the coastline including the Spit Wildfire Reserve. The PCRZ provides for the protection of environmentally sensitive landscape while also allowing for some nature based recreation activities or accommodation.

RURAL CONSERVATION ZONE

A small portion of the study is affected by the Rural Conservation Zone (RCZ), to the north of the railway adjacent to the Wyndham RDF. The RCZ identifies land of high environmental value and aims to protect the land from inappropriate urban encroachment and agricultural use. RCZ within the Avalon Corridor is associated with the Western Grasslands Nature Conservation Reserve that forms part of the Melbourne Strategic Assessment (MSA) area.

LOW DENSITY RESIDENTIAL ZONE

Land zoned Low Density Residential Zone (LDRZ) within the Avalon Corridor exists on the outskirts of Little River township. The LDRZ is a residential zone that provides for dwellings to be built on lots as small as 0.4 hectares.

GREEN WEDGE ZONE

The GWZ only applies to land within Wyndham and seeks to recognise, protect and conserve green wedge land for its agricultural, environmental, historic, landscape, recreational and tourism opportunities, and mineral and stone resources. GWZ land within the Avalon Corridor is located north of the alignment of the Little River watercourse, extending broadly north to the Avalon Corridor boundary.

RURAL LIVING ZONE

Rural Living Zone (RLZ) land within the Avalon Corridor is located on the edge of Lara, both north and south of the Princes Freeway. The RLZ is a residential zone that provides for small scale hobby farming and dwellings on lots no smaller than two hectares.

FARMING ZONE

The FZ applies to a small portion of land within Wyndham, to the north east of the Avalon Corridor around the Wyndham RDF and Holcim Quarry. A much larger portion of FZ land is located within CoGG, including land north of the Princes Freeway extending from Lara through to Little River, as well as land south of the Princess Freeway to the west of Avalon Airport. The purpose of the FZ is to prioritise and protect agricultural uses, but also allow complementary activities such as tourism. Minimum lot sizes apply to subdivision and development within FZ land:

- CoGG: 80 hectare minimum lot subdivision and for an area for which no permit is required to construct a dwelling; and
- Wyndham: 40 hectare minimum lot subdivision and for an area for which no permit is required to construct a dwelling.

AVALON CORRIDOR STRATEGY

ZONES

(For consultation purposes only. Refer to Planning Schemes Online for Zoning information)

KEY

- Study Area Boundary
- Municipal Boundary
- Railway line
- Public Use Zone (PUZ)
- Special Use Zone (SUZ)
- Industrial Zone (INZ)
- Green Wedge Zone (GWZ)
- Public Park & Recreation Zone (PPRZ)
- Public Conservation & Resource Zone (PCRZ)
- Farming Zone (FZ)
- Rural Conservation Zone (RCZ)
- Urban Growth Zone (UGZ)
- General Residential Zone (GRZ)
- Low Density Residential Zone (LDRZ)
- Rural Living Zone (RLZ)
- Activity Centre Zone (ACZ)
- Commercial Zone (CZ)
- Township Zone (TZ)
- Transport Zone 1 - State Transport Infrastructure (TZ1)
- Transport Zone 2 - Principal Road Network (TZ2)

Figure 7: Zones

Ford Proving Ground
Kirks Bridge Road
Black Forest Road
Ballan Road
WERRIBEE
East Werribee Employment Precinct
Duncans Road
Regional Rail Link
Princes Highway
Bulban Road
Edgars Road
Little River-Ripley Road
Wyndham refuse disposal facility / Holcim Quarry
Werribee River Park
K Road
Diggers Road
CITY OF WYNDHAM
You Yangs Regional Park
You Yangs Road
Little River
Little River Road
Farm Road
Branch Road
Farrars Road
Forest Road North
Peak School Road
Old Melbourne Road
Princes Freeway
Western Treatment Plant
CITY OF GEELONG
Point Wilson Road
Mill Road
Windermere Road
Beach Road
LARA
Lara
forest road south
Avalon Airport
Kirks Point
The Spit Wildlife Reserve
Port Phillip Bay
Avalon Road
Geelong Grammar School
Mountain View Quarry
Avalon College
Point Wilson

0 1.6 3.2
0.8 2.4 4km

Project Ref: 19.322
Dwg No.: UDD-001
Scale 1:80,000@A3
Date: 29.09.2022
Revision: E

hansen

3.2

3.2.6 OVERLAYS

A variety of overlays are applied to the Avalon Corridor through the Greater Geelong and Wyndham Planning Schemes.

LAND SUBJECT TO INUNDATION OVERLAY

The Land Subject to Inundation Overlay (LSIO) is a floodway overlay aimed to ensure the protection of water quality and reduce the impact of development. It also aims to ensure that the free passage and flow of floodwaters is not restricted. The LSIO affects only land located within CoGG, including land within Avalon Airport and the WTP, as well as land north of the Princes Freeway between Lara and Little River.

ENVIRONMENTAL SIGNIFICANCE OVERLAY

The Environmental Significance Overlay (ESO) serves to ensure that development "is compatible with identified environmental values." Land within CoGG is affected by ESO2 and ESO4, while land in Wyndham is affected by ESO1, ESO4 and ESO5. Each Schedule sets out the permit triggers and environmental objectives to be achieved on affected sites.

- ESO2 in Greater Geelong relates to "High Value Wetlands and Associated Habitat Protection" and applies broadly along the coastal environs and the WTP land within the CoGG.
- ESO4 in Greater Geelong and ESO5 in WCC were introduced to protect areas of Natural Temperate Grassland of the Victorian Volcanic Plain – a critically endangered ecological community and matter of national environmental significance. The presence of ESO4 and ESO5 represents a significant commitment and obligation of the Victorian Government to secure grassland protection outcomes.
- ESO1 in Wyndham relates to "Waterway Corridors" and applies to narrow sections of land along the Werribee River, Cherry Creek and Lollypop Creek.
- ESO4 in Wyndham relates to the "Western Grasslands Reserve" and applies to a band of land along the northern boundary of the Avalon Corridor. This overlay functions to recognise and protect grasslands through the creation of a grasslands reserve.

ENVIRONMENTAL AUDIT OVERLAY

The Environmental Audit Overlay (EAO) identifies land where there is a potential risk of contamination due to previous land use, and applies to a small area of land to the south west corner of the Avalon Corridor within Wyndham.

HERITAGE OVERLAY

- The Heritage Overlay (HO) identifies land or precincts with heritage significance. Five overlays exist for places of state historical significance on the Victorian Heritage Register and are subject to the provisions of the *Heritage Act* (2017):
- Former Metropolitan Farm (VHR H2400)
- Water Tank (VHR H1416)
- Little River Railway Station and Goods Yard (VHR H1572)
- Hume and Hovell Memorial (VHR H1547)
- Rothwell Bridge (VHR H1454)

Outside the townships of Lara and Werribee, there are 29 places of local historical significance, which are subject to specific HO controls. 16 of these occur within the township of Little River (13 building features, two riverside reserves, and the Grant Bridge), with six further rural places and three remnant networks of drystone walling along road and paddock boundaries in the area north of Little River. All of the preceding places occur within Wyndham. Two further rural places associated with the Avalon College and Geelong Grammar occur within CoGG adjoining Limeburners Bay. Dry stone walls within the CoGG area between Little River and Lara are subject to generic protection under the Greater Geelong Planning Scheme rather than individual HOs.

Beyond these specific sites, there are other numerous elements of historical interest within the study area. These include 23 sites on the Victoria Heritage Register/Victorian Heritage Inventory (VHI) that are the subject of archaeological permits under the Heritage Act. These places are predominantly ruins or minor surface features associated with past rural and marine/coastal activities. A specific area of historical interest includes the historical crossing place of the Old Melbourne Road over the Little River at Rothwell, with the Travellers Rest Inn ruin and other potential archaeological features in the vicinity.

3.2

Heritage Overlays are evolving. Municipal heritage studies undertaken by CoGG and a Heritage Review (Gap Study) undertaken by WCC in 2019 have identified a number of historical sites that have the potential to meet the threshold for protection under a HO. Both Councils are proposing to undertake further investigation of these over the next five years.

DEVELOPMENT PLAN OVERLAY

The Development Plan Overlay (DPO) identifies areas where a development plan has been prepared specific to that land to guide future land use and development. DPO1 in CoGG applies to the 'Special Industrial Area, Point Wilson'. The Schedule further clarifies the intent of the overlay with the following statement:

"This schedule applies to the Industrial 2 zone located in Dandos Road, Point Wilson. Whilst this land has not been developed apart from an existing quarry operation, the zoning of the land recognises its potential as a site for a large scale industrial development requiring substantial buffer distances. A development plan is required to ensure that the area's environmentally significant flora and fauna is protected and that all planning issues are fully addressed prior to the issue of a permit for the development of the land."

DESIGN AND DEVELOPMENT OVERLAY

The Design and Development Overlay (DDO) provides specific design and built form requirements to land. DDO20 is a CoGG specific schedule that applies to all Industrial 1, 2 & 3 Zone land within the municipality.

PUBLIC ACQUISITION OVERLAY

The Public Acquisition Overlay (PAO) affects land that has been designated for a future project and will need to be acquired. PAO14 applies within CoGG and relates to land put aside for train infrastructure associated with the alignment of the potential Avalon Airport Rail Link. PAO5 applies to land within Wyndham and relates to land designated to accommodate the OMR/E6 Transport Corridor. PAO10 in CoGG also relates to the OMR/E6 Transport Corridor. Although located outside of the study area, PAO11 in CoGG and PAO7 in Wyndham relate to the Western Grasslands Reserve.

VEGETATION PROTECTION OVERLAY

The Vegetation Protection Overlay (VPO) affects land with identified significant vegetation and aims to prevent further loss. VPO1 is located within CoGG and relates to "Significant Roadsides and Linear Reserves", including sections of Sandy Creek Road and Gillets Road.

SIGNIFICANT LANDSCAPE OVERLAY

The Significant Landscape Overlay (SLO) affects land identified to contain significant landscape character values. SLO1 affects a small portion of the north western corner of the Avalon Corridor within CoGG and relates to the protection of the foothills of the You Yangs (located immediately outside of the Avalon Corridor to the west).

STATE RESOURCE OVERLAY

The State Resource Overlay (SRO) affects land within Wyndham, and functions to protect areas of mineral, stone and other resources that have been identified as being of state significance from use and development that would prejudice the current or future productive use of the resource. Land within the Avalon Corridor affected by the SRO consists of large areas to the west of Werribee and to the north of the Princes Freeway.

Two schedules to the SRO apply within Wyndham:

- **SRO1 (Strategic Extractive Resource Areas)** – applies to land within Wyndham known as SERAs. These are locations with a state-significant supply of hard rock resources, and where future investment in extractive industries is encouraged.
- **SRO2 (Protecting Extractive Industries**) – applies a 500 metre separation distance around land that contains a work authority issued under the *Mineral Resources (Sustainable Development) Act* (1990).

These Schedules ensure that new uses and developments do not inhibit current or future productivity of existing extractive industry operations, or the potential future establishment of extractive industry operations within SERAs.

AVALON CORRIDOR STRATEGY

OVERLAYS

KEY

- Study Area Boundary
- Municipal Boundary
- Railway line
- Freeway
- Vegetation Protection Overlay (VPO)
- Environmental Significance Overlay (ESO)
- Flood Overlay (FO)
- Environmental Audit Overlay (EAO)
- Heritage Overlay (HO)
- Significant Landscape Overlay (SLO)
- Land Subject to Inundation Overlay (LSIO)
- Bushfire Management Overlay (BMO)
- Public Acquisition Overlay (PAO)
- State Resource Overlay (SRO)
- Design and Development Overlay (DDO)
- Development Plan Overlay (DPO)
- Development Contributions Plans Overlay (DCPO)
- Parking Overlay (PO)
- Incorporated Plan Overlay (IPO)

Figure 8: Overlays

Ford Proving Ground
Kirks Bridge Road
Black Forest Road
Ballan Road
WERRIBEE
East Werribee Employment Precinct
Duncans Road
Regional Rail Link
Princes Highway
Little River-Ripley Road
Edgars Road
Bulban Road
Wyndham refuse disposal facility / Holcim Quarry
CITY OF WYNDHAM
Werribee River Park
K Road
Diggers Road
You Yangs Regional Park
You Yangs Road
Little River
Farm Road
Little River Road
Branch Road
Farrars Road
Princes Freeway
Peak School Road
Old Melbourne Road
Forest Road North
Western Treatment Plant
Point Wilson Road
CITY OF GREATER GEELONG
Windermere Road
Mill Road
Beach Road
LARA
Lara
Forest road south
Avalon Airport
Kirks Point
The Spit Wildlife Reserve
Port Phillip Bay
Avalon Road
Geelong Grammar School
Mountain View Quarry
Avalon College
Point Wilson
0 1.6 3.2
0.8 2.4 4km

Project Ref:	19.322
Dwg No.:	UDD-001
Scale	1:80,000@A3
Date:	29.09.22
Revision:	E

hansen

3.3

3.3 SUMMARY OF KEY CONSIDERATIONS

Based on the review of strategic land use studies and planning policies, the key strategic considerations for the Avalon Corridor are:

- Management of ongoing airport activities, and facilitation of major future expansion to a full scale international airport.
- Potential for substantial economic activity in and around Avalon Airport for compatible land uses such as commercial, industrial, agricultural and tourism.
- Safeguarding land for the expansion and development of major state infrastructure projects such as the OMR Transport Corridor and Bay West Port.
- Limitations on residential development into important non-urban land, as identified through the GWZ and other policy.
- Importance of environmental protection for key flora, fauna, ecological communities and habitats such as the Western Grasslands Reserve and Ramsar site.
- The importance of protecting and managing identified EIIAs and SERAs within the Avalon Corridor.

To further summarise the desktop analysis, matters of strategic influence to the Avalon Corridor also include:

- Various planning policies and strategies - which reinforce a physical green break between the outer edge of metropolitan Melbourne (Werribee) and Geelong, including the Western Grasslands Reserve.
- The possible Avalon Airport Rail Link - which is safeguarded through PAO14 in the Greater Geelong Planning Scheme.
- The OMR Transport Corridor - which is incorporated within the Wyndham Planning Scheme and has an indicative timeframe of completion within 15-30 years.
- The WIFT - which is currently under investigation, with Infrastructure Victoria indicating up to 5 years for finalising planning and 10-30 years for construction.
- Bay West Port - which has been nominated by Infrastructure Victoria as the preferred location for the Melbourne's second container port terminal and is targeted for operations from around 2055.
- The Western Treatment Plant (WTP) - Melbourne Water is investigating options for increased community access to select areas through regional cycling path connections, bird watching and ecotourism opportunities that are compatible with the site's primary purpose and environmental values.
- Avalon Airport - acknowledged as a significant land use and economic, employment and tourism generating asset for the region.
- West Growth Corridor Plan - which includes the Mambourin East and Werribee Junction Precinct Structure Plans (PSPs). These PSPs are designated for primarily industrial and related activity. These future industrial areas will be influenced by and have an influence on future activities within the Avalon Corridor.
- East Werribee National Employment and Innovation Cluster (NEIC) - although the status and potential timing for future development of the NEIC are unknown, it remains of contextual relevance given the site is located just outside the Avalon Corridor and will be guided by the East Werribee Employment Precinct PSP.
- Avalon Airport Master Plan (2015) - which was endorsed by the Commonwealth Department of Defence in 2015 and sets out the long term vision of the expanded operations of the airport over the next 20 years. While this Master Plan sits as a reference document within the Greater Geelong Planning Scheme, updates to the Avalon Airport Master Plan are ongoing. Further work is required to secure ongoing operations (both current and future) and protect the option for a third cross runway. This will require further protections within the relevant Planning Schemes (both Greater Geelong and Wyndham).
- Lara Structure Plan (2011) - which guides any future development and land use change within the Lara township.
- Little River - while Little River does not have a Structure Plan, it is constrained by a number of surrounding land uses and other considerations including Avalon Airport, WTP and existing zoning.

3.3

- Land use buffers - for sites such as WTP, Wyndham RDF, Holcim Quarries (WA184 and WA420), Mountain View Quarry (WA41) and an approved extractive industry site south of Little River (WA980). Specific buffer analysis identified that potential odour impact arising from landfill operations is the most important consideration for setting buffer distances, where sensitive uses are within medium to high risk areas. Specific modelling further determined that areas of medium to high risk of odour may extend beyond the 'default' EPA 500 metre buffer distance, although some areas of encroachment would need consideration through later PSP processes.
- Basalt Dimension Stone Quarry (WA980) - which is located to the north of Avalon Airport and was granted permission to develop a new materials recycling facility on site through Planning Permit PP-852-2015 issued by CoGG.
- Point Wilson Munitions Facility - depending on the types of munitions to be stored by the Department of Defence in future, buffers distances may be required once the facility is fully operational. Early advice indicates that an 'Outer Explosive Ordnance Safety Arc' of 1.5 to 2.0 kilometres should be maintained.
- Industrial land supply - although considerable supply in Greater Geelong was identified in the 2018 study, there is a lack of land to accommodate large scale industrial uses requiring buffer zones of 1 kilometre from sensitive uses.
- Wurdi Youang / the You Yangs - as a prominent landscape feature and visual backdrop, as well as a site of cultural significance. Limited protection for the foothills of the You Yangs is currently offered by SLO1.
- EIIAs, WAs and SERAs - a number of extractive industry values and operating quarries are present in the Avalon Corridor. These are protected through different planning and land use controls.
- GWZ and peri-urban land - the Victorian Government is undertaking strategic planning work to strengthen the role of Melbourne's green wedges and wider peri-urban areas. This work underpins the intent of the Avalon Corridor Strategy to protect and reinforce the green break between Melbourne and Geelong.
- Melbourne Sewerage Strategy (2018) - a 50-year strategy developed by Melbourne Water, Greater Western Water, South East Water, Western Water and Yarra Valley Water, which outlines how the sewerage system needs to be transformed into a resource recovery system to enhance its contribution to public health, the environment and affordable essential services.
- Water for Life - a 50-year strategy under development by Melbourne Water, Greater Western Water, South East Water, Western Water and Yarra Valley Water, which seeks to provide a secure water future for Greater Melbourne and build system resilience and manage future climate variability.
- Flood risks - which are associated with the low lying coastal wetland interface of the Avalon Corridor. Flood risk will increase as a result of climate change, sea level rise and coastal erosion. It is important to ensure land use and development is compatible with flood risk, to the satisfaction of Melbourne Water as the floodplain management authority.

LAND USE ANALYSIS POLICY

4.0	Land Use Analysis Policy	47
4.1	Major Land Uses	47
4.2	Land Size and Ownership	50
4.3	Buffer Separation And Amenity Management	51

4.0

4.0 LAND USE ANALYSIS

Established land uses within the Avalon Corridor are outlined below and illustrated on Figure 10.

4.1 MAJOR LAND USES

The major land uses within the Avalon Corridor include:

- Princes Freeway
- Melbourne-Geelong rail line
- Western Treatment Plant (WTP)
- Avalon Airport
- Point Wilson Munitions Facility
- Extractive industries and quarries (various locations)
- Wyndham RDF
- Agriculture
- Township of Little River
- Township of Lara
- Education facilities, including Geelong Grammar and Avalon College
- Cherry Creek Youth Justice Facility
- Crown land and coastal conservation reserves
- Aquaculture (onshore and offshore), including Bates Point Aquaculture Fisheries Reserve

These major land uses are described briefly below:

- The Princes Freeway transport corridor constitutes a dual, divided road carriageway with 3 lanes in each direction. Due to carriageway width and treatment the Princes Freeway effectively bisects the Avalon Corridor into a northern and southern precinct.
- The Melbourne-Geelong rail transport corridor consists of three running lines, with the eastern two being broad gauge (BG) intrastate lines servicing mainly passenger trains to Geelong and the third western line being a standard gauge (SG) single bi-directional intrastate line. Two train stops are located with the Avalon Corridor at the townships of Lara and Little River. Although the rail alignment creates a physical barrier through the landscape, it is not a substantial as the divide created by the Princes Freeway.
- The largest single land use and land holding within the Avalon Corridor is the WTP, comprising approximately 10,500 hectares. The WTP provides an essential service, treating over half of Melbourne's sewage. Land uses and activities across the site include treatment lagoons, resource recovery (recycled water, biosolids and biogas), agriculture, biodiversity conversation, wetland and grassland ecosystems, heritage conservation, education and tourism (recreational birdwatching). Other relevant considerations include:
  - Approximately 5,000 hectares of the site is competitively outsourced for broad acre agriculture, which is a compatible land use within the sewage treatment odour buffer and makes use of recycled water produced on site. Agriculture is also compatible with the biodiversity conservation function of WTP and overall land management needs.
  - In addition to low-cost sewage treatment, the site is a Ramsar-listed wetlands of international significance, forming a major segment of the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar site. Over 300 bird species have been recorded on site and the lagoons and foreshore supports over 120,000 waterbirds including internationally significant migratory birds. Melbourne Water is obligated to protect these values under the Environment Protection and Biodiversity Conservation Act (EPBC Act) 1999.
  - Biodiversity offset credit sites have been established under DELWP's program on WTP land parcels north of the Princes Freeway. Additional sites are being explored, including south of the freeway. These require on-going protection under the biodiversity offset credit program, limiting potential future land use changes.

4.1

- A further concentration of land use and activity is associated with Avalon Airport, which comprises approximately 1,750 hectares. Although all current operations of the airport are concentrated towards the northern end of the site and all flights are currently accommodated on the existing north-south runway, the Avalon Airport Master Plan (2015) outlines future development and land use across the landholding. The Master Plan accommodates a second north-south aligned runway and third east-west aligned runway. Land use and development within the Avalon Corridor must not impact on the ability to develop these additional runways.
- The Department of Defence (DoD) Point Wilson Munitions Facility is a 326 hectare site located to the south of Avalon Airport, which has been operating since 1961 and is the only government owned importation facility capable of large scale movement of explosive ordinances. It is the primary importation and storage point for munitions in Australia, including capability for road and sea transportation. Recognising the importance of this asset, DoD has commenced remediation of the existing waterside infrastructure in order to recommence large scale importation. Due to the use of the site for munitions storage and distribution, 'safety arc' separation distances are a relevant consideration to the Avalon Corridor Strategy.
- A number of existing and proposed quarries are located within the Avalon Corridor. Currently operational quarries include the Holcim Quarry (to the northeast) and the Mountain View Quarry (south of Avalon Airport). A further two approved quarries are located to the north and west of the Holcim Quarry. EIIAs across the Avalon Corridor indicate the likely presence of additional extractive resources to be protected for possible future extraction.
- The Wyndham RDF is located adjacent to the Holcim Quarry and functions as a solid waste landfill. The RDF effectively fills in previously excavated quarry areas and has EPA approval to 'mound' buried refuse above ground level to a height of approximately 24 metres.
- Open rural landscapes located north of the Princes Freeway are located within the FZ or GWZ. Landholdings in this area have become fragmented over time and are generally not of adequate scale to accommodate broad acre farming. Smaller scale cropping and livestock grazing is undertaken on various land parcels.
- The township of Little River is located within the Avalon Corridor to the north of the Princes Freeway. While Little River straddles the municipal boundary between WCC and CoGG, the township core is located to the east of the alignment of the Little River waterway (within Wyndham). Urban zoned land (Township Zone and Low Density Residential Zone) within Little River covers approximately 40 hectares. Surrounding this township core, the wider extent of Little River consists of dwellings on larger rural allotments within the FZ or GWZ.
- The eastern extent of the Lara township extends into the Avalon Corridor along its western edge, with land use being predominantly residential within the Rural Living Zone (RLZ). The urban zoned land of Lara (predominantly General Residential Zone) within the Avalon Corridor covers in the order of 890 hectares.
- Apart from two small clusters of dwellings to the west and south of Avalon Road, there are no other dwellings or residential settlements located to the south of the Princes Freeway.
- Part of the Geelong Grammar campus is located within the south western corner of the Avalon Corridor. Geelong Grammar also owns the Avalon College campus located on Avalon Road.
- Cherry Creek Youth Justice Facility is a newly constructed youth justice facility located southwest of the Wyndham RDF, between the Princes Freeway and Melbourne-Geelong rail line.
- Werribee River Regional Park is located along the eastern boundary. Parks Victoria has plans for a redevelopment of the park which will improve accessibility down to the bay from the Princes Freeway.

AVALON CORRIDOR STRATEGY

LAND USE

KEY

- Study Area Boundary
- Municipal Boundary
- Railway station
- Railway line
- Freeway
- Major road
- Secondary road
- Oil / gas pipeline
- Rural residential
- Mixed farming and grazing
- Airport
- Sewerage treatment plant
- Quarries and/or landfill
- Conservation area
- Regional park
- Recreation
- Unspecified private land
- Wetlands & coastal interface
- Department of defence
- Werribee South Youth Justice Facility (under construction)

Figure 9: Existing land use

Project Ref:	19.322
Dwg No.:	UDD-001
Scale	1:80,000@A3
Date:	29.09.2022
Revision:	E

hansen

4.2

4.2 LAND SIZE AND OWNERSHIP

The following observations are made regarding patterns of land size and ownership within the Avalon Corridor:

- The WTP constitutes the single largest land holding within the Avalon Corridor, comprising approximately 10,500 hectares of state government owned and controlled land.
- Other larger land holdings within the Avalon Corridor include Avalon Airport, the former Cheetham Saltworks site, Mountain View Quarry, Point Wilson Munitions Facility, Wyndham RDF and Holcim Quarry, the coastal foreshore reserve (Crown land) and Cherry Creek Youth Justice Facility.
- The smallest land holdings generally constitute residential properties within the township centres of Lara and Little River, along with rural residential lots surrounding these settlements.
- The balance of land within the Avalon Corridor is broadly characterised by moderate to large rural properties which are relatively free of development and exhibit an open rural landscape character.

4.3

4.3 BUFFER SEPARATION AND AMENITY MANAGEMENT

Amendment VC175 (gazetted May 2020) updated the Planning Policy Framework and *Clause 53.10 - Uses with Adverse Amenity Potential* to improve how the planning system addresses buffers for amenity, human health and safety impacts. Major current and proposed land uses in the Avalon Corridor that require buffer separation and amenity management include:

- Western Treatment Plant (WTP)
- Bay West Port
- Avalon Airport (see Section 5)
- Point Wilson Munitions Facility
- Quarries, including designated SERAs
- Wyndham RDF

Buffer considerations for these land uses are outlined below:

- There is potential for odour impacts associated with the WTP. Odour risk during routine operation is generally low due to the large scale of the site and associated buffer distances between treatment plant odour sources and the site boundary. Odour risk increases in association with periodic maintenance activities which can result in complaints. Increasing development encroachment will increase the odour risk profile of the WTP.
- Avalon Airport has the potential to create amenity impacts through aircraft noise. Aircraft noise is likely to increase in the future as airport operations are expanded to accommodates the possible second and third runways. This issue is separately addressed in Section 5.
- Safety arc separation distances are relevant to the Point Wilson Munitions Facility. These distance requirements vary depending on the type of munitions being stored at the site. Department of Defence have advised that a safety arc of 1.5 to 2 kilometres from the external boundaries of the site should be maintained.
- Buffer separation and amenity impacts from the Wyndham RDF and various quarries in the Avalon Corridor are similar as both are subject to EPA guidelines and requirements. In 2015, WCC commissioned GHD to prepare the *Wyndham Vale Buffer Study: Environmental Audit Report* to assess potential environmental risks. The report also outlines appropriate buffer distances for sensitive land uses and considers potential land uses that may be located within the buffer distance.
- Landfills have the potential to impact the surrounding environment and community by discharging landfill gas for more than 30 years after closure. Any building or structure is considered a sensitive use due to the risk of explosion or asphyxiation. Consequently, land use change or development near landfills require specific consideration.
- Potential odour impact arising from landfill operations is also an important consideration for setting buffer distances. Specific modelling further determined that the area of medium to high risk of odour may extend beyond the default EPA 500 metre buffer distance. However, a default 500m buffer for landfills that accept putrescible waste (also known as Type 2 landfills) should be applied in accordance with EPA Publication 788.3 *Best Practice Environmental Management: Siting, design, operation and rehabilitation of landfills* (2015).
- In an operational capacity, basalt quarries tend to utilise blasting to prepare rock for excavation. Buffers of 500 metres may be required in some situations.
- As part of the SERA project, the Victorian Government introduced a State Resource Overlay (SRO). SRO2 extends around existing quarries in certain circumstances to discourage encroachment of incompatible uses.
- The future Bay West Port is likely to require buffers for noise and light. This should be further investigated by state government, with a focus on potential impacts to migratory birds at WTP. WTP forms part of the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar site. Buffers will be needed to protect treatment lagoons and other critical habitats from potential noise, light and pollution associated with the proposed port infrastructure. Project design should minimise requirements for buffers on WTP land.
- It is also important that the 'agent of change' principle is considered as part of any new land use or development within the Avalon Corridor. Under this principle, the person or organisation who seeks to change the existing environment has a responsibility for mitigating any offsite impacts.



Water channels within the WTP



Lagoons within the WTP

AVALON AIRPORT ANALYSIS

5.0 Avalon Airport Analysis 55

5.0

5.0 AVALON AIRPORT ANALYSIS

Avalon Airport comprises approximately 1,750 hectares of land, including land on long-term lease from the Commonwealth Government. Existing operations of the airport are currently concentrated towards the northern end of the site and all flights are accommodated on the existing north-south runway, which is anticipated to meet demand for the next 20 years.

The Avalon Airport Master Plan (2015) was endorsed by the Commonwealth Department of Defence in 2015 and sets out the long-term vision for expanded operations and activities of the airport. This intended expansion will elevate Avalon Airport's role and function as Melbourne's second international airport.

Development of Avalon Airport is guided by four principles:

- Increasing passenger operations
- Increasing freight operations
- Increasing retail and commercial developments
- Increasing technical aviation operations.

The Master Plan is underpinned by the following objectives:

- Maintain the safe, secure and efficient movement of passengers, freight and aircraft at all times.
- Ensure airport capacity is increased and delivered on-time to accommodate forecast demands.
- Strengthen the airport's role as a major driver of economic activity in the Geelong, Melbourne and regional Victoria region.
- Realise commercial, retail and industrial development opportunities that are compatible with on-site aviation activity to support economic development and employment creation in Victoria.
- Improve the integration of the airport with the surrounding community; and maintaining the curfew free status of the airport.

The Master Plan outlines future development plans as well as details regarding the future need for ground transport and surface access. Excluding current runways and associated taxiways, the total developable land at Avalon Airport is around 1,600 hectares. The Master Plan identifies seven developable precincts for the airport to guide its expansion and defines individual development objectives and indicative land uses into the future. For land on the airport site not designated for core airport activities, the Master Plan indicates precincts for non-aviation business, retail, commercial, and industrial facilities. The associated Land Use Plan provides details on the management and permissibility of development within the precincts.

With regard to airport activities, the Master Plan provides for the establishment of a new high capacity parallel runway (to the east of the existing north-south runway), as well as a third cross (east-west) runway to reduce conflict between general aviation activity and commercial airline and charter activity, and to accommodate aircraft during periods of strong cross winds.

While Avalon Airport has the potential to expand into the future without curfews or any other operational constraints, expansion is likely to create offsite amenity impacts through additional aircraft noise, particularly as the airport grows through the potential development of the two additional runways. Of note, the Australian Noise Exposure Concept (ANEC) contained in the current Master Plan extends directly over the township of Little River.

In 2020, Avalon Airport commissioned GHD to undertake a revised ANEC analysis of future operations. The 2020 ANEC models the second parallel runway, though does not model the third cross runway. From consultations with Avalon Airport, it is understood that the 2020 ANEC will be used to produce a new 20-year Australian Noise Exposure Forecast (ANEF) to replace the existing ANEF endorsed by the Commonwealth Government (via Airservices Australia) in 2011. While not governed by the provisions of the Airports Act 1996, conditions within the Avalon Airport lease require the preparation of an ANEF on a 20 year basis.

Following endorsement of the ANEF, an update to the Master Plan has been flagged by Avalon Airport in light of emerging strategic directions and considerations around the need for the third cross (east-west runway). Any proposal to remove the third cross runway would have to be justified on a detailed evidence base by the airport operator. The operator would also need to demonstrate that removal of the third runway would not result in any safety or efficiency implications, nor limitations to long-term capacity and growth opportunities at Avalon Airport.

However, as the potential third cross runway is included in the current endorsed Avalon Airport Master Plan (2015) – and no subsequent updates to the Master Plan have yet been formalised – the Avalon Corridor Strategy acknowledges and protects the opportunity for this runway into the future. It is recommended that all subsequent detailed planning processes for land at and around Avalon Airport should take a conservative approach on the potential development of the third cross runway. Ongoing work on an updated Master Plan will not change the overall intent of the Strategy to protect operations of the airport and the option of the third runway.

5.0

Of further relevance, Amendment VC218 (gazetted May 2022) made changes to the VPPs by updating the Planning Policy Framework to further implement the National Airports Safeguarding Framework in Victoria.

Clause 18.02-7S Airports and airfields seeks to *'strengthen the role of Victoria's airports and airfields within the state's economic and transport infrastructure, guide their siting and expansion, and safeguard their ongoing, safe and efficient operation.'* It contains strategies to protect airports and airfields from incompatible land use and development and lists the current Avalon Airport Master Plan (2015) as a relevant policy document.

Avalon Airport has yet to submit a revised Master Plan showing its preferred ultimate runway configuration for Commonwealth and Victorian Government approval. Any update to the Master Plan will need to be endorsed by the Commonwealth, before Minister for Planning approves a VC amendment to include it in the PPF at *Clause 18.02-7S*.

Following the preparation and approval of the revised Master Plan, it is recommended that an updated ANEF for the preferred ultimate capacity runway system is adopted into relevant planning schemes and additional controls are pursued, such as:

- An Airport Environs Overlay (AEO)
- Protections to address other safeguarding matters, such as public safety areas, intrusions into protected airspace and risk of wildlife strike.



Existing aircraft hangers at Avalon Airport



KEY

- Existing Runway
- Logger Location
- Locality Boundary

CURRENT ANEC

- 20
- 25
- 30
- 35
- 40

Diagram 3: ANEC for 2019 airport operations (source**:** Avalon Airport ANEC Study: Noise modelling report, GHD, 2020)



KEY

- Proposed Runway
- Logger Location
- Locality Boundary

PROPOSED ANEC

- 20
- 25
- 30
- 35
- 40

Diagram 4: Proposed ANEC for ultimate airport operations (source**:** Avalon Airport ANEC Study: Noise modelling report, GHD, 2020)

ECONOMIC ANALYSIS

6.0	Economic Analysis	59
6.1	Economic Overview	59
6.2	Land Available For Development	60
6.3	Relevant Economic Trends	60
6.4	Key Issues and Opportunities	61
6.5	Economic Planning Implications	61

6.0

6.0 ECONOMIC ANALYSIS

A preliminary Economic Outlook Report was prepared by Ethos Urban in 2021 to inform the Avalon Corridor Strategy. The report provides an overview and assessment of economic issues and opportunities associated with proposed land use change and development. The land supply and job creation figures provided in this section are estimates only and will be refined through future planning processes.

6.1 ECONOMIC OVERVIEW

The following sections highlight the economic outlook for the Avalon Corridor, including consideration of issues and opportunities and associated implications that will need to be considered in the future planning of this area.

The aim of the Strategy is to set the direction for the future use and development of land between Geelong and Werribee. It examines how the green break between Lara and Little River can be protected, with potential for the wider area to accommodate utilities and other complementary employment generating uses. Identifying the land use and development potential of the state significant Avalon Airport is also a strategic aim of the project.

Resident population numbers in the surrounding region incorporating the cities of Greater Geelong and Wyndham are expected to increase from 547,880 people in 2021 to reach 865,000 people over the 20-year period to 2041. This represents a net increase of +317,120 residents at an average annual rate of +2.3%.

Almost two-thirds of the increase in population (64%) is forecast to be generated in WCC (a net increase of +203,080 residents), with the remainder occurring in Greater Geelong (+114,040 residents).

The resident labour force in Greater Geelong and Wyndham combined is expected to increase by an estimated +148,530 people over the period 2021 to 2041. This estimate takes into account the growth in resident population noted above and application of the estimated (crude) labour force participation rate in Greater Geelong and Wyndham (46.8% combined).

The Avalon Corridor has the potential to accommodate a substantial share of new jobs for the region, in light of its unique attributes. These attributes include:

- A high level of accessibility via the Princes Freeway, the Geelong Ring Road, the planned OMR Transport Corridor and the Geelong-Melbourne rail line.
- Major infrastructure including Avalon Airport, WTP and the proposed Bay West Port.

An analysis of existing and future infrastructure in the Avalon Corridor highlights several important opportunities to support investment and job creation. Avalon Airport is a significant feature, which has potential to attract further investment and development (both airport and non-airport related). Such investment would likely strengthen the airport's existing economic role in the Avalon Corridor and generate net economic benefits extending further afield.

Other important factors supporting the Avalon Corridor's development include road and rail transport infrastructure, especially the OMR Transport Corridor that will provide links to the north of metropolitan Melbourne and to the Hume Freeway. Development of a new seaport at Bay West in the long-term would alleviate container freight capacity pressures for the Port of Melbourne and strengthen the Avalon Corridor's freight role.

Potential for the development of tourism associated with the Avalon Corridor is noted which builds on existing events such as the Avalon Airshow, the nearby Wurdi Youang / You Yangs, environmental features (including the Ramsar wetlands with associated bird species) and the development of bike paths and coastal walks. The Port Phillip Bay Trail will be a visitor attraction when the missing link between Wyndham and Greater Geelong is completed. However, this is unlikely to result in the Avalon Corridor becoming a noted visitor destination in its own right (such as the Bellarine Peninsula).

6.2–6.3

6.2 LAND AVAILABLE FOR DEVELOPMENT

Land identified in the Avalon Corridor with potential to be developed for employment purposes totals approximately 1,800 hectares in net developable area (NDA). This land supply would indicatively support around 36,000 jobs, assuming 1 hectare of developable employment land would support 20 full time equivalent (FTE) jobs.

Assuming annual employment land consumption is equivalent to 15 percent of the recent uptake per annum of industrial land in Greater Geelong and Wyndham (combined), the Avalon Corridor could accommodate an estimated additional 5,040 direct FTE jobs over a 20 year period. This is equivalent to 14 percent of the 36,000 additional FTE jobs that could be supported if full development of identified land was to occur. As such, existing and potential land supply in the Avalon Corridor exceeds the likely area of land that could be developed over the next 20 years.

However, employment figures outlined in this section are highly indicative and are based on preliminary modelling only. Job estimates and targets will be further refined through subsequent planning processes, once precinct boundaries have been confirmed and land uses have been further refined.

While an employment land demand and supply assessment is applicable to Avalon Corridor, future development will also be informed by its strategic location between Melbourne and Geelong and key infrastructure such as Avalon Airport. In this regard, the actual development trajectory of the Avalon Corridor is influenced by a wide range of factors and a significant level of uncertainty.

In light of the large quantum of developable land, it will be necessary to avoid fragmented development that detracts from functionality and economic viability of new employment areas. A key outcome of the Avalon Corridor Strategy is therefore to identify strategic areas for future employment land supply.

A number of development proposals for land located nearby Avalon Airport demonstrate private sector interest in developing sites for industrial and employment activities. An important consideration for the Avalon Corridor Strategy is to ensure that development is complementary to existing uses (such as Avalon Airport) and consistent with broader strategic planning directions for Greater Geelong and Wyndham.

6.3 RELEVANT ECONOMIC TRENDS

The Avalon Corridor Strategy needs to acknowledge that emerging economic trends, such as continued economic expansion in Asia and population growth in Melbourne and Geelong, will impact on the locational decisions of firms and prospects for future investment and employment. The Strategy needs to be sufficiently flexible to respond to changing circumstances, as technological advancements and associated impacts become more clearly understood.

Important trends that influence future development include continuing growth in agricultural exports, digital technologies and advanced manufacturing, economic growth among Australia's trading partners and the Avalon Corridor's linkages to metropolitan Melbourne and regional Victoria where population growth continues.

6.4–6.5

6.4 KEY ISSUES AND OPPORTUNITIES

Key issues:

- The need to protect the Avalon Corridor as a location for state significant infrastructure, including the Avalon Airport, Melbourne Water WTP, road and rail infrastructure, Wyndham RDF, quarries and the future Bay West Port.
- The need to accommodate for substantial population and labour force growth in western metropolitan Melbourne (including Wyndham) and Greater Geelong.
- The need to ensure that development of new employment precincts and services in the Avalon Corridor does not undermine existing industrial land provisions or centre hierarchies of Greater Geelong and Wyndham.
- The need to identify owner-occupier opportunities for long term, confident investment in the precinct, noting that Avalon Airport is largely made up of leasehold land owned by the Commonwealth Government.

Key opportunities:

- Promoting the development potential of the Avalon Corridor as an important employment node, with state significant infrastructure and associated services.
- Ensuring the continued growth and development of Avalon Airport and recognising its national and international function for air travel and freight, as well as its role as an emerging employment hub.
- Land surrounding Avalon Airport benefits from the transport gateway and presents an opportunity for a varied scale of owner-occupier investment in development which is compatible with the airport, such as commercial and industrial land uses.
- Potential to position the Avalon Corridor as a tourism gateway and focal point in the region, as well as to support tourism opportunities associated with existing assets including the Avalon Airshow, Wurdi Youang / the You Yangs, the Port Phillip Bay Trail, ecotourism associated with coastal wetlands (such as bird watching and guided educational tours) and other rural focused tourism uses.

6.5 ECONOMIC PLANNING IMPLICATIONS

Given the Avalon Corridor's unique economic context and attributes, there is an opportunity for development of employment precincts with modern business park attributes. Employment precincts could accommodate activities such as:

- Metropolitan and regional scale warehouse and distribution facilities exceeding 40,000 square metres in built floorspace
- Commercial offices within business park settings, supported by retail and other amenities.

However, it is important that the Avalon Corridor Strategy achieves a balance between:

- Potential economic benefits, including creation of local jobs and employment opportunities; and
- Potential impacts on activity centre hierarchies and the orderly supply of employment land in the wider region.

To reach a balance between these considerations, the Avalon Corridor Strategy provides broad guidance on the type and extent of future employment uses to be established within the Avalon Corridor.

TRANSPORT ANALYSIS

7.0	Transport Analysis	63
7.1	Princes Freeway	63
7.2	OMR Transport Corridor	64
7.3	Avalon Airport Access Upgrades	64
7.4	Broader Road Network	65
7.5	Bay West Port Freight Network	65
7.6	Future Freight Network	67
7.7	Rail Network	68
7.8	Aviation Infrastructure	69

7.0

7.0 TRANSPORT ANALYSIS

To inform preparation of the Avalon Corridor Strategy, GHD prepared a background Servicing Report in 2021. The Servicing Report includes an analysis of transport and utility infrastructure servicing considerations to ensure the early identification of potential issues and opportunities. The report also includes a high level summary of relevant policies and strategies of relevance to the Avalon Corridor. This section contains a summary of key transport considerations from the GHD Servicing Report.

Key transport policies and strategies of relevance to the Avalon Corridor include:

- *Delivering the Goods: Victorian Freight Plan* (Victorian Government, 2018)
- *Outer Metropolitan Ring/E6 Transport Corridor Planning Assessment Report* (VicRoads, 2009)
- *G21 Regional Growth Plan* (G21, 2013)
- *Avalon Airport Master Plan* (Avalon Airport, 2015)
- *Extractive Resources in Victoria: Demand and Supply Study 2015-2050* (PWC, 2016)
- *Victoria's 30-Year Infrastructure Strategy* (Infrastructure Victoria, 2016)
- *Preparing Advice on Victoria's Future Port Capacity: Discussion Paper* (Infrastructure Victoria, 2016)
- *Second Container Port Advice - Evidence Base: Discussion Paper* (Infrastructure Victoria, 2017)
- *Avalon Airport Ground Transport Plan* (Avalon Airport, 2017)
- *Helping Victoria Grow: Extractive Resources Strategy* (DEDJTR, 2018)
- *Western Rail Plan* (Victorian Government, 2018)
- *Independent review of the Victorian Ports System* (Victorian Government, 2021)

7.1 PRINCES FREEWAY

The Princes Freeway is the key piece of road infrastructure in the Avalon Corridor. It is controlled and managed by the DoT, as the only declared road within the study area. The Princes Freeway is the major transport link between Melbourne and Geelong, generally comprising a three lane carriageway in each direction (six lanes in total).

The Princes Freeway is a link to many key features within and beyond the Avalon Corridor including:

- Avalon Airport
- Western Treatment Plant (WTP)
- Point Wilson Defence Facility
- You Yangs Regional Park
- Werribee Regional Park
- Werribee Open Range Zoo
- A number of operating and planned quarries
- Townships of Lara and Little River

There are currently no major upgrade plans for the Princes Freeway between Geelong and Werribee. However, there is future provision for the addition of an extra lane in each direction, should this be required.

The Princes Freeway is susceptible to flooding in the section running over the Lollypop and Skeleton Creek catchments, following the equivalent of a 1-in-30-year rain event. There is not currently a mitigation strategy for flood events, though DoT have indicated that possible future raising of the road would be preferred over realignment. The frequency and severity of flood events is expected to increase in future years as climate change and sea level rise impact on the ability of the catchment to drain to Port Phillip Bay.

Closures to the Princes Freeway occurred in 2018 during the Little River fires. These closures highlight a lack of resilience and alternate route options that exists in the case of unplanned closure. The only workable alternative is to re-route traffic via Bacchus Marsh. There are no state government plans at present to develop an emergency by-pass route.

7.2–7.3

7.2 OMR TRANSPORT CORRIDOR

The Outer Metropolitan Ring (OMR) Transport Corridor provides an opportunity for the investigation of rail connections in the short to medium term and orbital road and rail traffic solutions around Melbourne in the long term. The entire corridor is around 100 kilometres in length and includes a planned road and rail system that will connect the Princes Freeway through Werribee, Melton, Tullamarine, Craigieburn, Mickleham, Epping and Thomastown. The current alignment of the OMR was gazetted in 2010 by means of Public Acquisition Overlay (PAO). However, further works are required prior to any construction, including relevant environmental and planning approvals.

The planning for the OMR provides options for an ultimate freeway standard road, capable of up to four lanes in each direction.

The OMR aims to:

- Create better connections to key international transport hubs such as Melbourne Airport, Avalon Airport and the Port of Geelong.
- Improve access to the proposed Donnybrook/Beveridge Interstate Rail Terminal.
- Serve as an important travel and freight route to interstate and regional destinations
- Link residential and employment growth areas in the north and west of Melbourne.
- Improve access in this major employment corridor, which includes Avalon Airport, Werribee, Melton, Melbourne Airport, Mickleham and Donnybrook.

While current planning suggests development of the OMR is well into the future, the development of greenfield land either side of the corridor is progressing quickly up to its boundaries.

The OMR connection to the Princes Freeway presents significant opportunities for transport and freight movement in Melbourne's West, with a particular focus on improving connections between the Princes Freeway and the Western Freeway, where increased efficiencies could be achieved with earlier development.

The OMR is also expected to require the reconfiguration of the existing Little River Road Interchange to increase separation distances. The on ramp will be integrated with the Point Wilson Junction further to the west.

Further details on the role of the OMR Transport Corridor relating to road and rail freight movements associated with the future Bay West Port is addressed in Section 7.5.

7.3 AVALON AIRPORT ACCESS UPGRADES

Avalon Airport has developed a ground transport plan for future road upgrades within and surrounding the airport in conjunction with DoT. Upgrades will respond to the anticipated growth in passenger movements through the airport, in order to address road safety and capacity issues. Proposed upgrades include:

- Reservation of a potential rail link corridor through a PAO
- Upgrade to terminal access from Beach Road
- Upgrade and expansion of parking within the terminal
- Upgrade of the Beach Road and Princes Freeway interchange
- Upgrade works to the Point Wilson Road Interchange.

Upgrade works to the Point Wilson Road Interchange involve increasing the design speed for ramp connections onto the freeway. This forms part of an interim stage of works, which seeks to align Point Wilson Road Interchange as a future airport access route. The future plan contemplates Point Wilson Road working in conjunction with Beach Road with separation of passenger and freight vehicle movements.

The future upgrade of the Point Wilson Interchange will also involve the realignment of Little River Road on the northern side of the Princes Freeway. Modifications will ensure sufficient clearance is maintained for the future OMR intersection.

7.4–7.5

7.4 BROADER ROAD NETWORK

Broader considerations that influence the present and future road network within the Avalon Corridor include:

- The long term role of Point Wilson Road for passenger and freight access to Avalon Airport and Little River.
- Upgrades to the Beach Road and Avalon Road Interchange to accommodate future passenger and freight growth.
- New roads and traffic demand expected to arise from the predominantly industrial areas of Werribee Junction and Mambourin East.
- Quarrying activity associated with SERA identified land is expected to require new freight movements.
- Future upgrades to Ison Road and Armstrong Road will result in an existing road becoming an arterial road (four lanes) under the control of DoT. The road will create an additional connection to the Princes Freeway via the Geelong Road Interchange at Werribee.
- The creation of a new Parks Victoria site intended for recreational use and sporting facilities, with vehicle access proposed via William Thwaites Drive (off the Werribee Intersection).
- The existing Peak School Road functions as an access point from the Princes Freeway through to Bacchus Marsh Road and presents a potential bypass between Lara and Little River, with direct connection to the Barwon Prison Precinct.

7.5 BAY WEST PORT FREIGHT NETWORK

In 2018, Infrastructure Victoria recommended that Victoria's second container port be located at Bay West Port on the western shores of Port Phillip Bay. The development is proposed to include a land reclamation area of around 4.5 kilometres in length that will be connected to the shore via a multi lane bridge and connect to Victoria's road and rail freight network. Bay West Port is proposed to be integrated into the region's future network of logistics facilities, including the WIFT (located outside of the Avalon Corridor).

Following Infrastructure Victoria's recommendations, the location of the Bay West Port was confirmed as state policy in the *Victorian Freight Plan* (2018). Updates to the *Victorian Commercial Ports Strategy* (expected in 2023) will provide further detail on the scope of the Bay West project and update the proposed timing based on current forecasts.

In recognition of the state government's commitment to the Bay West Port there is a short term need to undertake detailed design to further define the port site location and supporting land connections. Following this, there is a need to protect associated buffers and transport connections through appropriate planning controls.

Landside development of the Bay West Port is planned to include a future rail marshalling facility west of or within the OMR Transport Corridor (to be confirmed). Associated port precinct areas are also to be confirmed through specific studies proposed as part of the updated Victorian Commercial Ports Strategy. The Infrastructure Victoria report considered options for locating port precinct areas within the land reclamation footprint, on WTP land or in land areas either side of the existing rail corridor.

The OMR will include a future southbound connection into the Bay West Port to enable road and rail freight movements. Whilst this southbound connection has not yet formally reserved, planning for the Bay West Port assumes that future north-south road and rail connections to the OMR will be elevated over the Princes Freeway, while east-west road connections will be at grade with the Princes Freeway.

The preferred Bay West Port road network concept includes a westbound and northbound connection at the OMR intersection, as well as a separate eastbound interchange located closer to Farm Road or the Werribee Main Road intersection.

7.5

A corridor connecting to the Princes Freeway at the Werribee Main Road interchange will reduce eastbound journeys towards Melbourne by around 17 kilometres when compared to an arrangement that only has one connection to the Princes Freeway at the OMR intersection.

Figure 10 depicts indicative design of transport connections to Bay West Port (Infrastructure Victoria, 2017).

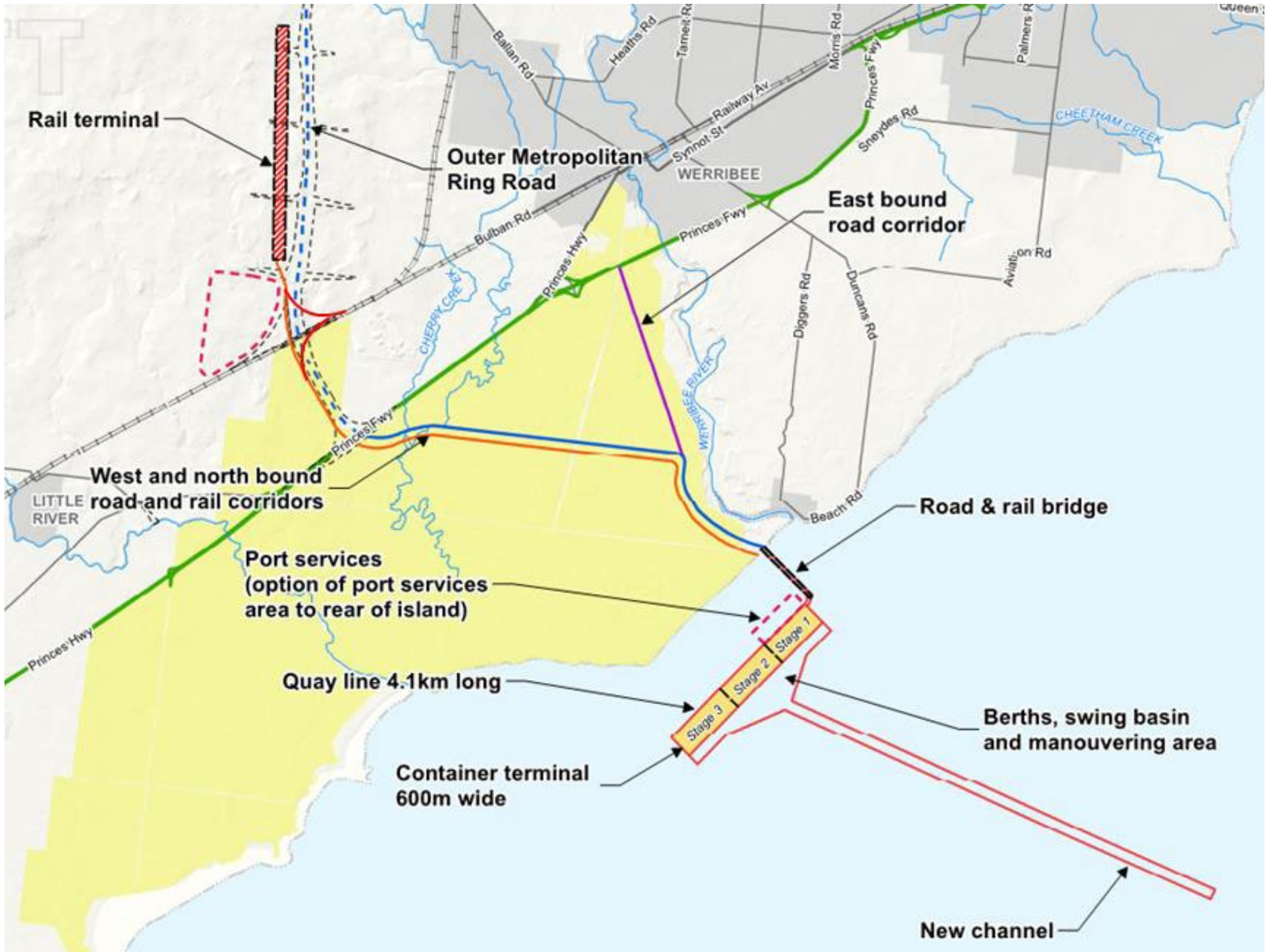


Figure 10: Bay West Port development transport connection concepts (Source: Advice on securing Vic Port capacity, Infrastructure Victoria, 2017)

7.6 FUTURE FREIGHT NETWORK

The future freight network within the Avalon Corridor will play a critical role for Victoria into the future by accommodating:

- Growth of extractive industries
- Increased road and rail freight movements
- Increased air freight and passenger movements at Avalon Airport
- New sea freight movements through Bay West Port.

Whilst there may be some synergies for these freight operations, it should be noted that the Bay West Port and Avalon Airport have very different freight roles. Port freight is characterised by large volumes and typically includes non-time sensitive goods, while air freight is characterised by small volumes and typically includes high value or perishable goods.

The biggest increase in freight movements is expected to arise from the Bay West Port and designated interstate freight terminals including the WIFT. Figure 11 conceptualises how freight could be expected to move with the establishment of WIFT and the Bay West Port over the next 10+ years.

The development of WIFT is currently being considered as part of a major project business case funded by the Australian and Victorian governments. The facility will enable intra and interstate freight movements with proposed connections to the Inland Rail Service, capable of accommodating double-stacked 1,800 metre trains. The site for the WIFT is under consideration, along with the Beveridge Interstate Freight Terminal (BIFT).

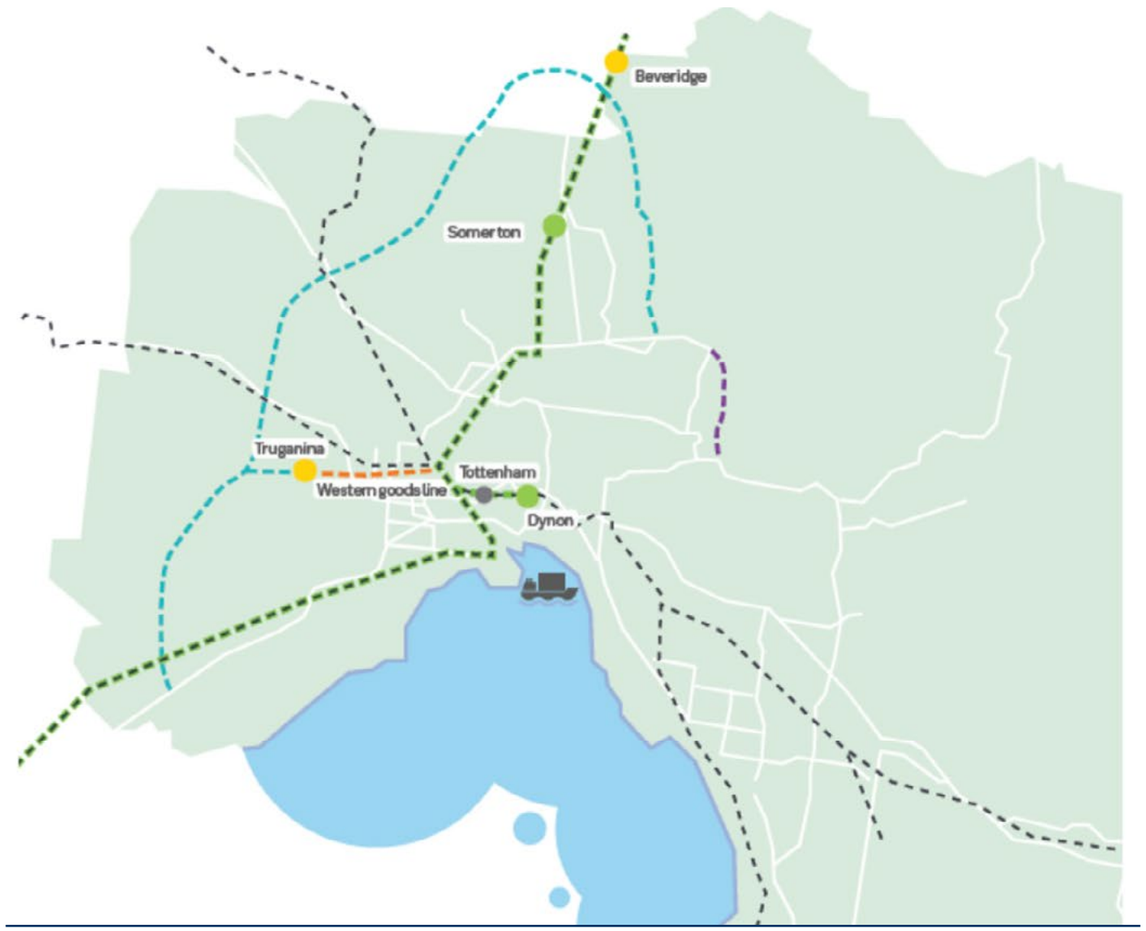


Figure 11: Envisaged road and road freight interactions in Melbourne's Western Region (source: Victoria's new intermodal freight precincts, DoT)

7.7

7.7 RAIL NETWORK

The existing rail network within the Avalon Corridor can be summarised as follows:

- One standard gauge (SG) track servicing freight (north of BG tracks)
- Two broad gauge (BG) tracks servicing passengers (south of SG track)
- Existing Train stations at Lara and Little River
- Current V/Line passenger connections to and from Geelong via the Regional Rail Link (RRL)
- Historic passenger connection to from Geelong via the Werribee Line (up until 2015), which includes separate SG and BG tracks to Melbourne
- Current freight connections via the Werribee Line.

Future rail infrastructure development can be summarised as follows:

- Freight rail connections to Bay West Port (refer to Section 7.5)
- Rail connections within the OMR Transport Corridor (refer to Section 2.4.2)
- Western Rail Plan including Geelong Fast Rail (refer to Section 2.4.3)
- Suburban Rail Loop (SRL), a 90 kilometre rail line linking major services from the Frankston to Werribee Lines via Melbourne Airport (refer to Section 2.4.3)
- Connection of the RRL to metro services via Werribee Station
- Potential rail line and station to service Avalon Airport
- Potential duplication of the standard gauge ARTC line through the Avalon Corridor.

7.8

7.8 AVIATION INFRASTRUCTURE

Existing aviation infrastructure at Avalon Airport can be summarised as follows:

- Provides both passenger and freight transport services.
- Currently houses a 1.5 million litre fuel storage facility which is serviced by regular road tankers out of the Geelong Refinery site.
- Currently has mains connection supplies for gas, water and electricity.
- Sewerage is a standalone system incorporating detention ponds on the site, without an EPA discharge license.

Future aviation infrastructure can be summarised as follows:

- The Avalon Airport Master Plan (2015) includes direction for infrastructure development over the next 20 years.
- The long-term plan includes two additional runways with one running parallel (north-south) to the east of the existing runway, and another potential runway running in an east-west direction to allow for full utilisation of the airport in any weather condition.
- Development of the second parallel runway will likely be 20 years away, while the potential development of the third cross runway would be 50 years away (if determined necessary).
- Future provision for a direct fuel connection between the existing VIVA Energy pipeline and the airport. Estimated cost is up to $20 million dollars and is currently not financially viable.
- Planned pipeline to connect to on site fuel storage facility within 10 years, with fuel tanks to be relocated to the western boundary.
- Possible future rail link to Avalon Airport via the Geelong-Melbourne rail line has been reserved by a Public Acquisition Overlay (PAO) and is reflected under the current Avalon Airport Master Plan (2015).
- Although a rail reservation to the airport has been designated through a PAO, Avalon Airport has indicated their preference for a new airport station to be located on the existing rail line, rather than bringing a new rail connection into the airport terminal.
- Avalon Airport has indicated a longer term plan to relocate the main terminal to the same location as their preferred station location (along the existing rail line). However, this proposal needs to be considered against the completion of the Geelong high speed rail investigation and objectives to protect the existing green break north of the Princes Freeway.

UTILITIES SERVICING ANALYSIS

8.0 Utilities Servicing Analysis 71

8.1 Summary of Corridor Utilities 71

8.2 Gas and Oil Pipelines 72

8.0

8.0 UTILITIES SERVICING ANALYSIS

Alongside analysis of transport infrastructure, the background Servicing Report prepared by GHD (2021) provides utility infrastructure considerations for the Avalon Corridor to ensure the early identification of potential issues and opportunities. This section contains a summary of the report's findings and recommendations.

8.1 SUMMARY OF CORRIDOR UTILITIES

Consultation was undertaken with utility providers to understand high level servicing opportunities and constraints in the corridor.

Key findings:

- There is limited access to reticulated sewerage infrastructure in the corridor and the sewer system does not cross south of the Princes Freeway.
- No feasibility investigation has been completed for sewering the Avalon Corridor but initial discussions with Barwon Water have indicated that it could be possible.
- An alternative to a mains connected sewer network could include the potential use of small package systems with reuse of waste effluent for beneficial purposes.
- Currently there is no recycled water reticulation to properties within the Avalon Corridor, despite the immediate proximity of the Melbourne Water WTP and Barwon Water Northern Treatment Plant in Corio.
- The ability to discharge additional treated wastewater to Corio Bay and other local waterways would need to be further investigated and consider EPA licencing requirements.
- The Northern Treatment Plant in Corio (just outside the Avalon Corridor) would likely be able to process sewage and produce recycled water for nearby reuse. However, the commercial viability of this would need to be further investigated. A connection to WTP could also be investigated for commercial viability.
- No major issues were identified from a water supply perspective. Most of the area could be supplied with asset upgrades and extensions to the existing network.
- Additional feeder mains may be required to service growth in the demand for power from development and operations of Avalon Airport and other employment precincts.
- The Avalon Corridor largely constitutes low lying, flat plains. The majority of flood outlet locations for waterway catchments exist at the coastal interface. Key issues relate to stormwater sediment and retention.
- Flood plains of the Lollypop Creek and Little River systems are known to be extensive and are under further investigation by WCC.
- CoGG recently completed the Lara Flood Study and will be implementing updated LSIO mapping via Amendment C339.
- High pressure oil and gas pipelines traverse the corridor. Future development near these major pipelines will require further investigation and possible preparation of a Safety Management Study (SMS).

8.2

8.2 GAS AND OIL PIPELINES

The Avalon Corridor contains a high pressure gas pipeline owned and operated by APA Group, as well as three oil pipelines owned and operated by VIVA Energy. The high pressure gas pipeline raises a number of technical and planning considerations for adjacent land, including the need to consider relevant measurement lengths from the pipeline easement.

The general intent is to discourage the establishment of sensitive uses within the nominated measurement lengths such as community facilities, aged care, hospitals, schools and early learning centres. Where development or land use change is proposed within a nominated measurement length, a SMS must be prepared in accordance with AS 2885 to assess and reduce potential risks.

There is also a general preference to avoid construction of roads and road crossings over gas pipeline easements, due to the challenges this can cause to management and maintenance of the pipeline. Where this is unavoidable, a proponent must demonstrate that the number of crossings has been minimised and that crossings have been designed to be as perpendicular as possible to the pipeline to minimise the area of impact.

Any proposed landscaping within or nearby the easement should consider the *APA Site Planning and Landscape National Guidelines* (2020). Relevant considerations include maintaining a line of sight along the pipeline easement and avoiding large selection of species with large root zones.

The three VIVA Energy oil pipelines in the Avalon Corridor accommodate more than half of Victoria's fuel requirements and are therefore critical to the state's economy. The pipelines operate in a single direction only, with the WAG pipeline supplying crude oil to the Geelong Refinery and the WOPL and BOPL pipelines supplying refined oil back to Newport.

The major priority for the VIVA Energy pipelines is to ensure that any development occurring adjacent or near the pipelines meets the current standards, which may differ to the standards that applied when the pipelines were originally built. The requirements for the VIVA Energy pipelines are similar to the APA Group gas pipeline, being also covered under AS 2885. An SMS needs to be completed to determine the risk profile of any significant land use change or development adjacent to the pipeline easement and to consider how the risk can be appropriately mitigated.



Existing Mountain View Quarry located to the south of Avalon Airport

CULTURAL VALUES AND HERITAGE ANALYSIS

9.0 Cultural Values and Heritage Analysis 75
9.1 Aboriginal Cultural Heritage 75
9.2 Cultural Values Assessment 76
9.3 Post Contact Heritage 79

9.0

9.0 CULTURAL VALUES & HERITAGE ANALYSIS

The Traditional Owners of the lands, waters, seas and skies relating to the Avalon Corridor and surrounding region are acknowledged as the Wadawurrung, who are represented by the Wadawurrung Traditional Owners Aboriginal Corporation (WTOAC) as the Registered Aboriginal Party (RAP).

A background Cultural Values Assessment (CVA) was prepared by Unearthed Heritage and WTOAC in 2021 to inform the Avalon Corridor Strategy. The CVA was informed by the *Healthy Country Plan* (WTOAC, 2020), which provides high-level principles, values and strategies for protecting and caring for Wadawurrung Country.

9.1 ABORIGINAL CULTURAL HERITAGE

As is illustrated on Figure 12 large sections of the Avalon Corridor are nominated as being 'areas of cultural heritage sensitivity.' Such areas are defined in the *Aboriginal Heritage Regulations* (2018) (the Regulations) and relate to landforms and soil types where places of Aboriginal heritage significance are more likely to be located. This generally includes land within 200 metres of named waterways and land within 50 metres of registered Aboriginal cultural heritage sites.

The function of the designation of 'areas of cultural heritage sensitivity' is to specifically identify when a Cultural Heritage Management Plan (CHMP) must be prepared under the *Aboriginal Heritage Act* (2006).

As noted within the relevant regulations, some land use and development activities are more likely to harm Aboriginal cultural heritage when carried out in an area of cultural heritage sensitivity. These activities are defined as 'high impact activities'. If a high impact activity is proposed in an area of cultural heritage sensitivity, a CHMP must be prepared before the activity can be carried out.

High impact activities generally include buildings and works that result in significant ground disturbance. The specified activities include, but are not limited to:

- Subdivisions of three or more lots
- The construction of three or more dwellings
- The construction of roads, bicycle and walking tracks over 100 metres in length
- Activities that require an Earth Resources Authorisation
- Industrial developments.

Given that large tracts of the Avalon Corridor are considered areas of cultural heritage sensitivity, including the Avalon Airport site and surrounding land, future land use change and development applications for high impact activities would need to undertake more detailed analysis and site investigations to address the requirement for the preparation and development of a CHMP.

9.2 CULTURAL VALUES ASSESSMENT

Unearthed Heritage were commissioned to undertake a Cultural Values Assessment (CVA) of the Avalon Corridor. The aims of this assessment were:

- To determine the level of previous Wadawurrung and Aboriginal heritage investigation of the study area and the surrounding region, in partnership with WTOAC.
- To determine the presence of registered Wadawurrung and Aboriginal heritage places within the study area and the surrounding region.
- To determine the environmental context of the study area.
- To review the historical and cultural setting of the study area and surrounding region.

In addition to tangible aspects of Wadawurrung and Aboriginal cultural heritage in the Avalon Corridor, the assessment also considered less tangible, living cultural values and narratives inherent in the landscape.

High level recommendations of the CVA are provided in full below (with further detailed recommendations included within the CVA itself):

a. *The WTOAC/RAP supports and recognises the merits in ensuring that the Avalon Corridor retains its non-urban character and that no future residential developments be permitted outside of existing zoned lands for that purpose. Thus, the WTOAC/RAP recommends that residential development is contained within in existing locations, with no further extensions to developable land in Lara or Little River. WTOAC/RAP recommends that all industrial or commercial development should be contained to appropriate areas immediately adjacent to Avalon Airport, subject to thorough investigation of potential impacts on Wadawurrung living cultural heritage and the natural and avian environment.*

b. *The WTOAC/RAP recommends that any future planning scheme amendment or land use or development inside the Corridor needs to embody statutory provisions that require respect of the unalienable spiritual and visual relationship that Wurdi Youang has upon this living cultural landscape that stretches across the Avalon Plain to the shores of Nerm (Port Phillip Bay). Thus, any future development needs to respect and consciously engage with and be assessed against this relationship.*

c. *The WTOAC/RAP supports maintaining the current nature of statutory and strategic planning instruments and provisions over this Corridor, but would recommend the strengthening and enhancement of these provisions (including VPP 42.01 Environmental Significance and VPP 42.03 Significant Landscape and the associated Schedule 1 to Clause 42.03 provisions) and their geographical scope to better respect and conserve Wadawurrung Country values and lands and waters attributes (including cultural flows, environmental management of vegetation and water systems, visual connections and cultural landscapes, migratory and inter-tidal bird habitats, and unrecorded sites of Wadawurrung cultural heritage).*

9.2

d. *The WTOAC strongly supports and raises as a matter of urgency that an Aboriginal Cultural Heritage Impact Assessment be undertaken for the foreshore corridor from the mouth of Werribbi Yulluk (Werribee River) down to Point Wilson to better assess, appraise and identify resilience measure to prevent future negative impacts to existing Wadawurrung tangible cultural heritage sites and places along this corridor, and especially to provide evidence to underpin an ecosystem-based adaptation response to sea level rise from climate change.*

e. *The WTOAC strongly supports the current Melbourne Water ethos in carefully managing its fragile ecosystems to enable and support existing and future bird and animal communities, and also ensuring the conservation of extant vegetation communities that possess integrity of species mosaic and host known rare, endangered and vulnerable species.*

f. *The WTOAC invites co-design opportunities with all proponents and project designers to enable the above Recommendations, and any opportunities for Wadawurrung to be afforded employment experience associated with the project's further design, construction and operation.*

The above recommendations of the CVA have informed the preparation of the Avalon Corridor Strategy. Some recommendations are beyond the scope of the Strategy to address and require further investigation through subsequent processes, including:

- Further detailed investigation into potential expansion of the SLO to address matters of cultural value, including consideration of whether the SLO is the most appropriate planning scheme tool (refer to Recommendation C).
- The completion of an Aboriginal Cultural Heritage Impact Assessment and/or CHMP for land use change and development proposals (refer to Recommendation D).

Heritage dry stone walls and open rural landscape with longer range views to Wurdi Youang

9.3

9.3 POST CONTACT HERITAGE

Based upon a number of studies undertaken by WCC and CoGG and public consultation on the draft report, the post contact heritage values of the Avalon Corridor centre around four themes:

EXPLORATION, COLONISATION AND DISPOSSESSION

Point Wilson is believed to be in the vicinity of where the expedition of Hamilton Hume and William Hovell reached the southern coast of Australia in 1824 after setting out from Yass in NSW. This feat of European exploration is significant to Aboriginal peoples and Europeans. For Europeans, the expedition opened up southeast Australia to colonisation and settlement, and the Australian-born Hume was a remarkable bushman who guided the expedition utilising traditional bush skills he had learned amidst the Dharawal people of NSW. For Aboriginal peoples, the expedition is a symbolic catalyst for the invasion and dispossession of traditional lands across southeast Australia.

Whilst peripheral to this Strategy, it should be recognised that the management of the memory and physical manifestations of that event needs to be handled with sensitivity and respect, including future management of the registered Hume and Hovell Centenary Memorial (VHR H1547) on the fringe of Lara, and the current application of the name Hovells Creek to the traditional waterway discharging into Limeburners Bay.

Little River is a residential and farming community on the western boundary of WCC and takes its name from the deep river that flows from the Brisbane Ranges to the sea near Lake Borrie. The river is slightly smaller than the Werribee, hence its name. In early days of settlement, the road from Melbourne to Geelong had a crossing at Little River. The Traveller's Rest Inn was built in 1839 and a post office was opened in 1858. Lot 14, one of the Port Phillip Association's first allotments, was taken up by pioneer James Simpson. Little River later became part of the vast Chirnside empire. When the Geelong to Melbourne railway opened in 1876, bluestone station buildings and goods sheds were constructed.

Little River became an important hub for local farmers, graziers and haycarters who used the railway to carry their goods to markets in both Geelong and Melbourne. The line is still heavily used today carrying commuters in both directions.

TRANSPORT AND UTILITIES

The heritage values of the registered former Metropolitan Farm (VHR H2400) at WTP need to be conserved for their significance as a major early civil engineering feature. Early related structures from the farm may also occur within the surrounding coastal foreshore area. Where practicable, these should be left in place and conserved if still in use, or left as redundant structures or ruins if not.

The Old Melbourne Road that runs through Little River delineates the general route of one of the earliest European tracks within Victoria. Running between Melbourne and Geelong from the mid-1830s, Old Melbourne Road developed into a major road over the following decade. The crossing of this route over the Little River at Rothwell formed a key stopping place at which the Traveller's Rest Inn was developed in 1839.

The Rothwell Bridge was later built to replace the adjacent ford. The heritage value of the registered Rothwell Bridge (VHR H1454) needs to be conserved and the historical and archaeological importance of this crossing place requires further investigation, along with potential shared values as a camp and crossing place for Wadawurrung Traditional Owners.

Secondary transport features on the Victorian Heritage Inventory (VHI) include a number of coastal jetties and trig stations. These are reasonably protected within the coastal foreshore reserves, but may warrant further investigation.

Avalon Airport is not considered to be of heritage significance at this time, though may take on some historical or social significance in the long term as Melbourne's second airport and the home of Australia's major airshow.

9.3

RESOURCE HARVESTING

The landscape between the Princes Freeway and the base of Wurdi Youang (the You Yangs) is predominantly a pastoral landscape divided into rectilinear blocks by fencelines, tree plantings and remnants of dry stone walls. There are a number of Heritage Overlay (HO) farm homesteads and complexes, which need to be conserved for their heritage value. The historical and archaeological significance of dry stone walls south of Little River requires further investigation.

Secondary natural resource harvest areas include the former Cheetham Saltworks adjoining Avalon Airport, which are included on the VHI and may warrant further investigation prior to any redevelopment. The lime burning kilns on the foreshore adjoining Geelong Grammar, also on the VHI, may warrant investigation should they be at risk of disturbance. There are a number of minor recreational fishing sites included on the VHI which are of no special significance but may also warrant investigation prior to any disturbance.

EDUCATION

Geelong Grammar is located on the southern edge of the study area and is protected under a HO. Nature based research and education associated with the Port Phillip foreshore is the subject of increasing social and educational importance to the community. These values are generally protected under the Natural Resource Management policies for the area and do not. Some smaller reservations along water courses in the Avalon Corridor are also of heritage significance, including two are protected under HOs at Little River.

Beyond the above themes, significant post contact aesthetic and social values complement Wadawurrung cultural values relating to natural heritage of the native bushland of the You Wurdi Youang (the You Yangs). Wurdi Youang has importance to the wider community as one of the two most significant natural landmarks within Greater Geelong, with the other being Corio Bay. Community consultation also indicates they possess wider aesthetic significance as a backdrop to the pastoral landscape between Lara and Little River.

Municipal heritage studies undertaken by CoGG and a Heritage Review (Gap Study) undertaken by WCC in 2019 have identified a number of historical sites that have the potential to meet the threshold for protection under HOs. Both CoGG and WCC are proposing to undertake further investigation of these sites over the next 5 years. The WCC gap study has identified 15 potential HO places within the study area, relating primarily to residential and non-residential (community, commercial, industrial, military and landscapes) themes within settlement areas.

AVALON CORRIDOR STRATEGY

CULTURAL VALUES ASSESSMENT & POST-CONTACT HERITAGE

KEY

- Study Area Boundary
- Municipal Boundary
- Railway station
- Railway line
- Freeway
- Contour
- Area of Cultural Heritage Sensitivity
- Victorian Heritage Register Places
- Heritage Overlay
- Future Bay West port (indicative concept design – subject to future planning and change)
- Victorian Heritage Inventory Sites
- Early Historial Route & Crossing Node at Little River

Figure 12: Cultural and post contact heritage influences

Ford Proving Ground
Mount Rothwell Biodiversity Interpretation Centre
Black Forest Road
Werribee Station
East Werribee Employment Precinct
WERRIBEE
Regional Rail Link
Werribee Zoo
CITY OF WYNDHAM
Wyndham refuse disposal facility / Holcim Quarry
Werribee River Park
You Yangs Regional Park
You Yangs Road
Little River Station
Werribee River
Western Treatment Plant
Little River
Serendip Wetlands Wildlife Reserve
Proposed Rail Link Avalon
CITY OF GREATER GEELONG
Lara Station
Avalon Airport
Kirks Point
The Spit Wildlife Reserve
Port Phillip Bay
Hovells Creek
Geelong Grammar School
Mountain View Quarry
Avalon College
Point Wilson

Victorian Heritage Register Sites

1. Metropolitan Farm
2. Werribee Park
3. Bulban Reserve Rothwell Bridge
4. Hume & Hovell Memorial

0 1.6 3.2
0.8 2.4 4km

Project Ref:	19.322
Dwg No.:	UDD-001
Scale	1:80,000@A3
Date:	17.12.21
Revision:	D

hansen

LANDSCAPE CHARACTER ANALYSIS

10.0 Landscape Character Analysis 83
10.1 Summary of Key Considerations 84
10.2 Landscape Recommendations 86

10.0

10.0 LANDSCAPE CHARACTER ANALYSIS

A background Landscape Character Assessment was prepared by Hansen Partnership in 2021 to inform the Avalon Corridor Strategy. A summary of key findings and recommendations is provided in this section and Figure 14.

Key findings from desktop assessment:

- The concentration of landscape character and visual values are located within the northern portion of the Avalon Corridor, including FZ and GWZ agricultural areas, the You Yangs Regional Park and the concentration of dry stone walls around Little River.
- Key view corridors exist along the Princes Freeway, Melbourne-Geelong rail line, a number of minor roads around Wurdi Youang (the You Yangs) and from the edge of the Urban Growth Boundary (UGB) in WCC.
- Much of the western portion of the Avalon Corridor is covered by an Environmental Significance Overlay (ESO). While the intention of the ESO is primarily to protect environment and habitat, areas deemed significant enough to require environmental protection often also provide valuable landscape character.
- Identified landscape character and visual values are relatively limited within the southern portion of the Avalon Corridor, though include a significant stretch of coastline as a Public Conservation and Resource Zone (PCRZ), some areas of Rural Conservation Zone (RCZ) and a Heritage Overlay (HO) associated with Geelong Grammar.
- The *South West Victoria Landscape Assessment Study* (DELWP, 2013) previously considered a portion of the Avalon Corridor and identified two landscape character areas of note:
  - Western Volcanic Plain: "Volcanic activity has shaped much of South West Victoria's landscape. This extensive Character Type is formed by a flat to undulating basaltic plain scattered with volcanic features including stony rises, old lava flows, numerous volcanic cones and old eruption points which together create a unique visual landscape. This is a place of big skies, long views with volcanic rises that punctuate the horizon. Shelterbelts of cypress and pine were planted to protect crops and livestock from the winds that sweep the plain and are now a defining characteristic of the Type. Many paddocks and roadsides are edged with beautifully formed dry stone walls that were created when early pastoralists cleared the land of rocks for agricultural purposes."
  - Uplands: "Defined by topography, this diverse Character Type rises dramatically to the north of the flat volcanic plain, stretching from near the Grampians Ranges in the west to the edge of the study area at Bacchus Marsh in the east. Granitic intrusions have formed steeply sloping peaks and ridges, some of which are carpeted in vegetation at higher elevations. While the Uplands are largely cleared for agriculture they also support numerous large areas of public land, including Parks, Reserves and State Forests which contain a wealth of vegetation including wet and dry forests, Box-Ironbark woodlands and endangered grasslands."
- The You Yangs Regional Park is also identified as a state significant landscape, defined as: "the designation of a particular landscape as special or important arising from its cultural landscape values, including aesthetic values (both visual and non-visual) historic, environmental, scientific, social or other values."

10.0–10.1

Following the desktop assessment, fieldwork was undertaken to confirm landscape character areas and significant visual amenity values within the Avalon Corridor. Landscape character areas can be described as areas of similar patterns of elements in the landscape such as landform, vegetation, waterbodies, features and land use.

The Avalon Corridor contains a number of landscape character areas, including:

- Agricultural Plains
- Township
- Rural Dwelling
- Airport
- Former Salt Works
- Active Industry
- Wastewater Treatment
- Education
- Coastal Fringe

A number of landscape character areas adjacent to the Avalon Corridor have also been identified, including:

- Granite Hills
- Bushland Foothills
- Cleared Foothills
- Elevated Plains
- Recreation
- Small Scale Agriculture

10.1 SUMMARY OF KEY CONSIDERATIONS

A number of key views associated with Wurdi Youang (the You Yangs) were identified within the Avalon Corridor, including:

- Landmark journey segments on the Princes Freeway and Melbourne-Geelong rail line, as identified in the *South West Victoria Landscape Assessment Study* (DELWP, 2013).
- Major viewline from the Wyndham UGB, as identified in the Wyndham Landscape Context Guidelines (WCC, 2013).
- Local views from You Yangs Road, Little River-Ripley Road and Branch Road, as identified in the *South West Victoria Landscape Assessment Study* (DELWP, 2013).

These views were verified through fieldwork, recognising that views in the northern portion of the Avalon Corridor have a key relationship to the You Yangs. Given the prevalence of the You Yangs in views from the Avalon Corridor, it was also considered of high importance to also consider views to the Avalon Corridor from the You Yangs.

The proposed amendment to SLO1 recommended by the 2013 *South West Victoria Landscape Assessment Study* includes a series of decision guidelines that address how to consider impacts on landscape character, view points and vegetation conservation and how to minimise intrusion of built form. Of note to the Avalon Corridor is the consideration of the visible impact of building or works from Flinders Peak.

The Landscape Character Assessment for the Avalon Corridor sought to understand the extent of views from Flinders Peak in the You Yangs. This is illustrated by Diagram 5 and 6 which include photos taken from the Flinders Peak viewpoint. The landscape between the You Yangs and the Princes Freeway forms the middle ground of this view from Flinders Peak, with the You Yangs bushland foothills in the foreground. While the coastline of Port Phillip Bay and the Bellarine Peninsula can be seen in the distance, they do not form a prominent view from Flinders Peak.

Significant views associated with the You Yangs are further illustrated on Figure 13.

AVALON CORRIDOR STRATEGY

LANDSCAPE ASSESMENT SUMMARY

KEY

- Subject site
- Municipal boundary
- Railway station
- Railway line
- Freeway
- Contour
- Significant Landscape Overlay (SLO1)
- Environmental Significance Overlay (ESO)
- South West Victoria Landscape Assessment - agricultural land character contribution to the You Yangs - Farming Zone (FZ)
- Regional Park
- Western Grasslands Reserve concept plan - scenic landscape
- South West Victoria Landscape Assessment - state significant landscape
- South West Victoria Landscape Assessment Study - identified landmark journey segment
- Wyndham landscape context guidelines - major viewline
- South West Victoria Landscape Assessment - view corridor
- South West Victoria Landscape Assessment - view point
- Wyndham dry stone wall study - surviving dry stone walls

Figure 13: Landscape assessment summary

Project Ref:	19.322
Dwg No.:	LCD-002
Scale	1:80,000@A3
Date:	03.10.22
Revision:	F

hansen

10.2 LANDSCAPE RECOMMENDATIONS

The background Landscape Character Assessment (Hansen Partnership, 2021) identified significant landscape qualities and views for the Avalon Corridor. Areas of high, moderate and low landscape value were identified, along with areas with a visually sensitive relationship to the You Yangs.

The Agricultural Plains landscape character area contains high overall landscape value and is of importance to the setting for the You Yangs. There is a strong inter-relationship of views between these two areas.

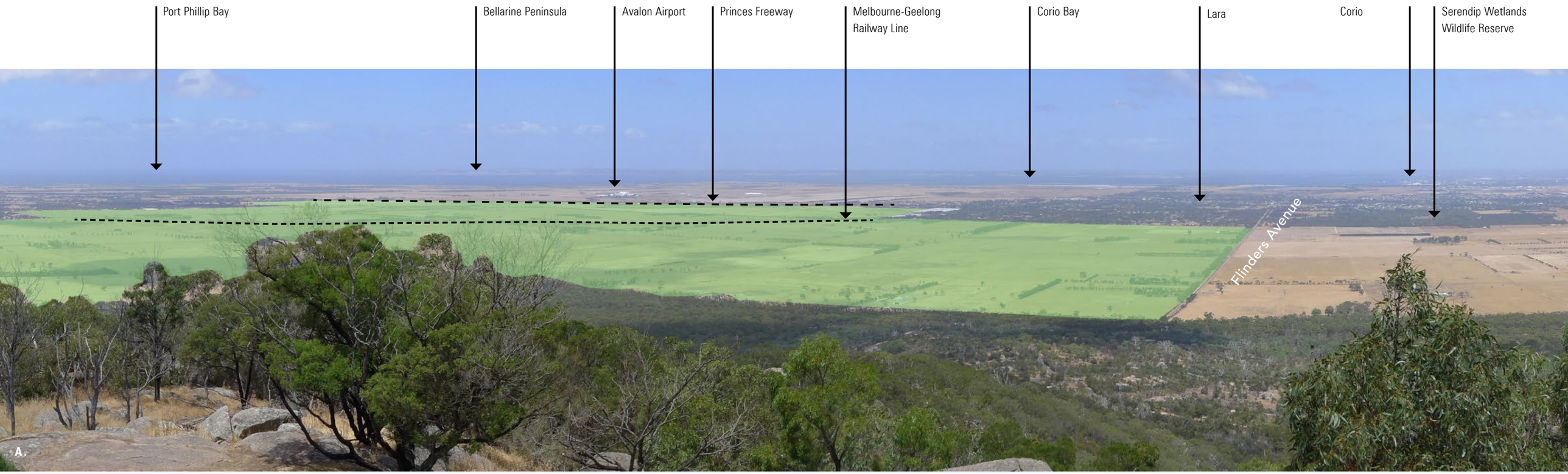
Important landscape character values and views are currently protected in part by the Significant Landscape Overlay (SLO1) in the Greater Geelong Planning Scheme for the Foothills of the You Yangs. SLO1 contains the following objectives:

- To protect and enhance the open character, contrast and scenic quality of the landscape.
- To maintain an open view path to the regionally significant You Yangs.
- To protect the landscape from visual intrusion by inappropriate buildings and works and their siting, design or materials.
- To encourage the siting, design and landscaping of buildings and works to be responsive to the landscape values of the area.
- To facilitate the rehabilitation of extractive industries when they reach the end of their economic life.

The northern portion of the Avalon Corridor has open and expansive views to the You Yangs due to the flat landscape that prevails over much of the Avalon Corridor. This includes portions of the Avalon Corridor determined to have moderate or low overall landscape value in their own right. It is recommended that views to and from the You Yangs are considered in the development of the Framework Plan.

The key recommendation of the Landscape Character Assessment is to investigate the potential expansion of SLO1 to accommodate the landscape setting and views to and from the You Yangs. This recommendation aligns with recommendations of the CVA to expand SLO1 to protect areas of Wadawurrung cultural significance. Relevant government agencies should work with WTOAC to consider the potential extent of SLO1 and should consult with affected landowners on any proposed changes.

The Landscape Character Assessment further notes opportunities for rehabilitation, restoration and regeneration of former quarry and landfill sites to complement the cultural, environmental and landscape values of the Avalon Corridor.





A. Diagram 5: Key features in the view

B. Diagram 6: Extent of Agricultural Plains landscape character area with high landscape value

AVALON CORRIDOR STRATEGY

LANDSCAPE CHARACTER

KEY

- Study Area Boundary
- Municipal Boundary
- Railway station
- Railway line
- Freeway
- Contour
- Youth Justice Facility, Cherry Creek (under construction)

Landscape Character Areas within the study area

- Agricultural plains
- Township
- Rural dwelling
- Airport
- Former salt works
- Extractive industry
- Wastewater treatment
- Education
- Coastal fringe

Landscape Character Areas outside the study area

- Granite hills
- Bushland foothills
- Cleared foothills
- Elevated plains
- Recreation
- Small scale agriculture

South West Victoria Landscape Assessment Character Areas

- Western Volcanic Plain - Winchelsea Western Plain
- The Uplands - You Yangs

Figure 14: Landscape character

Project Ref:	19.322
Dwg No.:	LCD-007
Scale	1:80,000@A3
Date:	29.09.2022
Revision:	E

hansen

ENVIRONMENTAL ANALYSIS

11.0 Environmental Analysis 90
11.1 Flora and Fauna Analysis 90
11.2 Western Grassland Reserve 92
11.3 Important Wetlands 92
11.4 Marine Environment 94
11.5 Climate Change, Sea Level Rise and Flooding 94
11.6 Bushfire Risk 97
11.7 Weeds and Pest Plants 97
11.8 Hydrology, Salinity and Acid Sulphate Soils 97

11.0

11.0 ENVIRONMENTAL ANALYSIS

A background Existing Conditions Report (Flora and Fauna) was prepared by Ecology and Heritage Partners in 2021 to inform the Avalon Corridor Strategy. A summary of key findings and recommendations is provided in this section and Figure 15.

The legislative framework for environmental considerations in the Avalon Corridor includes obligations which exist under the *Flora and Fauna Guarantee Act* (1988). Public authorities and Ministers have duties under Section 4B to consider potential biodiversity impacts when exercising their functions.

Also of relevance is the Melbourne Strategic Assessment (MSA) program facilitated by the Victorian Government, which seeks to protect biodiversity in Melbourne's growth areas. Under the Commonwealth *Environment Protection and Biodiversity Conservation Act* (1999) (EPBC Act), four development actions that relate to the MSA program were approved. This means that developers don't need any further approvals under the EPBC Act in affected growth areas, as long as they follow relevant conditions set out under the MSA.

11.1 FLORA & FAUNA ANALYSIS

The Existing Conditions Report (Flora and Fauna) aimed to inform the Avalon Corridor Strategy by providing:

- An overview of the natural environment within and adjacent to the Avalon Corridor
- Maps and descriptions of the natural assets within and adjacent to the Avalon Corridor
- Identification of issues affecting natural assets that need to be considered
- Identification of opportunities affecting natural assets within the Avalon Corridor which could drive land use outcomes
- Identification of opportunities to integrate and grow natural assets with planning for open space, drainage and broader land use planning.

The Existing Conditions Report (Flora and Fauna) identified the following key ecological values within the Avalon Corridor:

- Native vegetation, including remnant patches and scattered trees
- 74 'Current Wetland' sites mapped by DELWP
- Significant waterbodies, including the WTP sewage treatment ponds, former Cheetham Saltworks, Werribee River, Little River, Lollypop Creek, Cherry Tree Creek, Hovells Creek, Ryan's Swamp Wetland, Paul and Belfrages Swamp, Edgars Road Swamp and Cherry Swamp
- The Port Phillip Bay and Corio Bay marine environment
- A diverse assemblage of plants and animals, with 739 flora species and 469 fauna species previously recorded
- The known occurrence of 13 nationally significant and 79 state significant flora species recorded since 1980
- The known occurrence of 18 nationally significant, 32 state significant and 17 regionally significant fauna species recorded since 1980
- The known and potential presence of ecological communities of national and state significance, including the internationally significant Port Phillip (Western Shoreline) and Bellarine Peninsula Ramsar site and nationally important Werribee-Avalon Area wetland
- Conservation reserves, including the Werribee Regional Park, Port Phillip Bay Coastal Reserve, Spit Wildlife Reserve, Limeburners Bay Flora and Fauna Reserve, Freshwater Swamp and Little River Wildlife Reserve and Western Grassland Reserve
- Sites of biological significance (BioSites), mapped by DELWP and CoGG
- Ecological values supported within the WTP
- Biodiversity corridors formed by established reserves, waterbodies and tracts of native vegetation.

11.1

11.1.1 SUMMARY OF KEY CONSIDERATIONS

Key threats to ecological values identified in the Avalon Corridor include:

- The introduction and spread of diseases and invasive plant and animal species
- Direct impacts associated with vegetation clearing
- Inappropriate grazing and fire regimes
- Fragmentation of habitat and edge effects associated with expanding development
- Increased traffic (direct mortality)
- Changes to hydrology
- Chemical run-off, sedimentation and erosion
- Impacts associated with climate change, including direct loss of habitats and increases in ambient ultraviolet-B (UV-B) radiation.
- Increased community access.

Key considerations related to native grasslands and habitats under Commonwealth and Victorian Government regulations include:

- The difficulty in identification of grasslands (visually inconspicuous)
- Likely wide dispersal across the Avalon Corridor
- Likely high conservation significance
- Very limited offset opportunities for removal (offsets can be entirely unavailable).

Key recommendations for the Avalon Corridor Strategy and further work to be undertaken include:

- Further assess areas of native vegetation and populations of threatened species and communities.
- Retain areas of native vegetation (remnant patches and scattered trees) and habitat where possible.
- Improve and create biodiversity corridors within the Avalon Corridor, potentially through revegetation activities that provide greater connectivity between established reserves, waterbodies and tracts of native vegetation. Establish a formalised environmental corridor between the Western Grasslands Reserve and the coast, through the WTP.
- Determine strategies to protect sensitive habitats from new industrial or commercial land uses and development, as required.
- Ensure key ecological values are protected through the application of relevant overlays and other planning tools such as Precinct Structure Plans.
- Consider potential impacts of increased community access on areas of significant ecological value which have been relatively isolated and ensure appropriate protections are in place.
- Consider new and existing policy instruments that can be implemented to reduce the rate of habitat loss and its effect on biodiversity.
- Establish a new biolink along the Princes Freeway and create linear habitat corridors to link conservation reserves with the aim of supporting biodiversity.
- Determine whether developable land west of Avalon Airport is constrained by the presence of the Werribee-Avalon Area Nationally Important Wetland and habitat for state and federally listed species. It is recommended that any development proposed to be located west of Avalon Airport is subject to further investigation to confirm development potential.
- Consider relevant recommendations and actions for improvement and protection of waterway health from existing government strategies and policies.

The Existing Conditions Report was based on a high level assessment of ecological values within the Avalon Corridor, drawing predominately on the findings of a detailed desktop review. The report concludes that "any future development proposals within the study area must be informed and supported by detailed ecological studies, including vegetation surveys and targeted surveys for significant species of flora and fauna."

11.2–11.3

11.2 WESTERN GRASSLAND RESERVE

The Western Grassland Reserve was established by the Victorian Government, covering 15,000 hectares outside the UGB southeast of Melton and west of Werribee. The area contains the largest and highest quality example of Natural Temperate Grassland remaining in Victoria, and is a key biodiversity asset for the state. The reserve also protects a range of habitat types including ephemeral wetlands, waterways, Red Gum swamps, rocky knolls and open grassy woodlands. The reserve will connect the You Yangs Regional Park to the Werribee River across the Victorian Volcanic Plains. Land in the Western Grassland Reserve is subject to a PAO and ESO under relevant planning schemes.

The Western Grassland Reserve is central to the Melbourne Strategic Assessment (MSA) program - a long term initiative that works alongside urban development in Melbourne's growth areas. 18 percent of land within the Western Grassland Reserve has already been purchased, resulting in permanent protection for more than 2,630 hectares of threatened grasslands and wetlands. Negotiations with landowners to acquire more land are ongoing and are funded by revenue raised through the MSA Levy.

WCC is a delivery partner for the Western Grassland Reserve and has supported landowners to control weeds on more than 3,220 hectares of private land. Other activities include controlled burning, spraying artichoke thistle with drones, planting native grasses, managing serrated tussock and cane needle grass and surveying 1,264 hectares of vegetation.

Select areas of the Western Grassland Reserve have been identified as containing strategic extractive resources (hard rock and gravel) needed for the construction industry. These areas were identified by the Victorian Government's SERA pilot project, with new planning controls introduced over affected land. Other areas of the Western Grassland Reserve were identified by Infrastructure Victoria as having potential value in accommodating a rail stabling yard associated with the future Bay West Port proposal. This includes land immediately to the west of the alignment of the OMR Transport Corridor.

These alternate uses pose a potential land use conflict with the designation of the Western Grassland Reserve for biodiversity conservation. Such conflicts would need to be further considered and addressed through relevant planning processes at the state government level. It is not the intention of the Avalon Corridor Strategy to resolve all potential land use conflicts identified.

11.3 IMPORTANT WETLANDS

The Port Phillip (Western Shoreline) and Bellarine Peninsula Ramsar site covers approximately 15,182 hectares (51 percent) of the study area. The entire Ramsar wetland covers an area of approximately 22,897 hectares.

The Ramsar site is characterised by:

- A range of marine and inland wetlands characteristic of the South East Coastal Plain bioregion as well as artificial wetlands.
- Significant habitat that provides one of the most important sites in Victoria for migratory shorebirds and supports more than 20,000 waterbirds (including large numbers of migratory waders, black swans, ducks, ibis and cormorants).

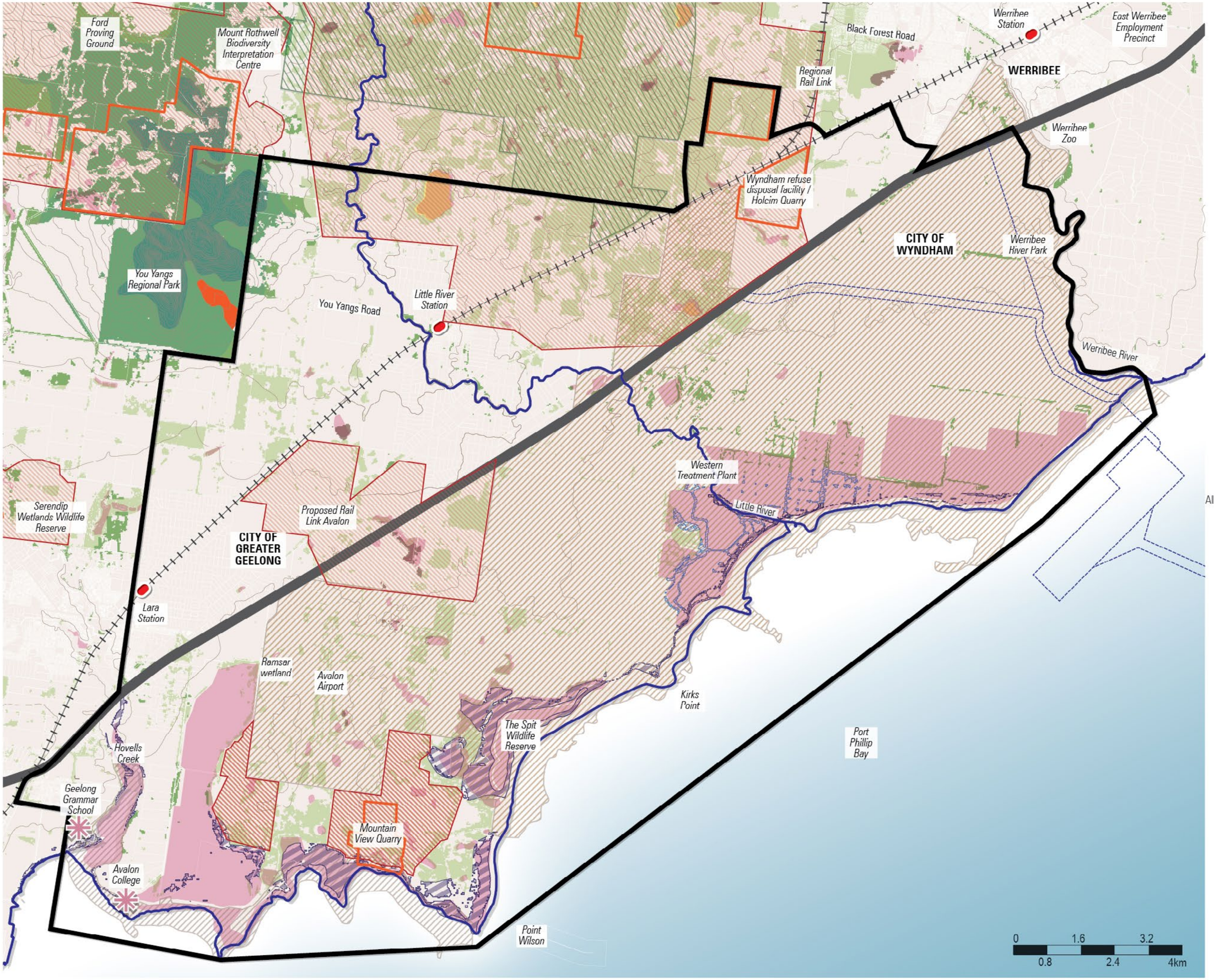
Any potential future development in close proximity to the Ramsar site would need to consider possible direct and indirect impacts on the wetlands and may need to be referred to the Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW). Impacts could include loss of habitat for migratory wetland birds or reductions in water quality.

Development would need to have regard to the policy for managing Ramsar sites in Victoria as set out in the Victorian Waterway Management Strategy (DEPI, 2013), as well as the Port Phillip (Western Shoreline) and Bellarine Peninsula Ramsar Site Management Plan (DELWP, 2018).

In addition to the internationally significant Ramsar site, the Avalon Corridor contains approximately 3,220 hectares of the Werribee-Avalon Area Nationally Important Wetlands, which is listed on the Australian Directory of Important Wetlands (DoEE, 2016) and are covered under the Ramsar Convention on Wetlands (1971). The extent of the Werribee-Avalon Area Nationally Important Wetlands overlaps with the Ramsar site and includes additional areas to the north including the former Cheetham Saltworks site.

AVALON CORRIDOR STRATEGY

ENVIRONMENTAL INFLUENCES



KEY

- Study Area Boundary
- Municipal Boundary
- Railway station
- Railway line
- Freeway
- Contour
- Western Grassland Reserve
- Plains Grassy Woodland (EVC 55)
- Plains Grassland (EVC 132)
- Coastal Alkaline Scrub (EVC 858)
- Coastal Saltmarsh/ Mangrove Shrubland Mosaic (EVC 302)
- Plains Grassy Wetland (EVC 125)
- Cane Grass Wetland (EVC 602)
- Alluvial Terraces Herb-rich Woodland (EVC 67)
- Granitic Hills Woodland (EVC 72)
- Hills Herb-rich Woodland (EVC 71)
- Ramsar Wetlands
- Werribee Avalon Area Nationally Important Wetland
- Extractive Industries Works Approvals (WA) – current and proposed*
- Extractive Industries Interest Area (EIIA)*
- Future Bay West port (indicative concept design – subject to future planning and change)

(*) Sourced from Melbourne Supply Area - Extractive Industry Interest Areas Review

Figure 15: Environmental influences

Project Ref:	19.322
Dwg No.:	UDD-001
Scale	1:80,000@A3
Date:	14.12.2021
Revision:	D

hansen

11.4 MARINE ENVIRONMENT

The Avalon Corridor encompasses approximately 6,900 hectares of the Port Phillip Bay and Corio Bay marine environment. While there are no marine national parks or sanctuaries present, the boundaries of the Spit Wildlife Reserve and Port Phillip Bay Coastal Reserve encroach into the intertidal areas of Port Phillip Bay and Corio Bay.

Mapping was undertaken by Natural Resource Systems for the Land Conservation Council as part of a *Marine and Coastal Special Investigation*. This investigation encompassed the marine area of the Bidentified that the Bates Point Aquaculture Fisheries Reserve - a 20 hectare area located approximately 900 metres south of Bates Point. The investigation found that the marine environment supports a range of habitat types, including intertidal sandy beaches, seagrass beds and subtidal rocky reefs. Seagrass and microalgae mapping datasets held by the Victorian Department of Jobs, Precincts and Regions (DJPR) also indicate that seagrass beds and large areas of macroalgae are present.

11.5 CLIMATE CHANGE, SEA LEVEL RISE AND FLOODING

Climate change is increasing the risk and severity of coastal hazards as a result of sea level rise and more frequent and severe extreme weather events. This will impact on the future use and development of land along the coast and inland locations along waterways. Understanding the dynamic processes of the coastal environment within the Avalon Corridor is important for ensuring any future development responds appropriately to these increased risks.

In the context of Port Phillip Bay, key risks to the coastline resulting from sea level rise include:

- Coastal inundation - this includes both permanent inundation, which will see high tide levels permanently increase as a result of sea level rise, and periodic inundation, caused by the combined effects of high tide and storm surge events.
- Coastal erosion - the shoreline will be progressively eroded and moved inland as a result of sea level rise and storm surges. The level of vulnerability is greatly affected by the geology of the shoreline.
- Groundwater change and salinity - as sea levels rise, the underground water table will also increase in height and salinity, which can affect groundwater and soils. This can potentially impact on buildings, infrastructure, vegetation and crops. There is currently limited data available to understand the likely risks associated with this hazard in the Avalon Corridor and Port Phillip Bay more broadly.

Current state planning policy seeks to plan for sea level rise of no less than 0.8 metres by 2100. This benchmark is subject to evolving science and international standards that could result in an increase to 1.1 metres. The current benchmark is based on the Intergovernmental Panel on Climate Change's *Fifth Assessment Report* (2014), which projects sea level rise between 0.52 to 0.98 metres by 2100.

The Victorian Coastal Inundation Dataset was released by DELWP in 2012 and provides a high level assessment of the risks associated with sea level rise and storm surge along the Victorian coast. The regional scale data provides an understanding of both permanent and periodic inundation under various scenarios out to 2100. The data includes a layer that is based on a 0.8 metre increase to the high water mark for permanent inundation, with a 1% Annual Exceedance Probability (AEP) storm tide flood event added for periodic inundation.

AVALON CORRIDOR STRATEGY

CLIMATE CHANGE, FLOODING & BUSHFIRE INFLUENCES

KEY

- Study Area Boundary
- Municipal Boundary
- Railway station
- Railway line
- Freeway
- Contour
- Bushfire Prone Area
- 0.82m sea level rise projection (2100)
- 1-in-100-year flood event extent (waterways)
- 0.82m sea level rise storm tide projection (2100)
- Land Subject to Inundation Overlay (LSIO)
- Land Subject to Inundation Overlay, Schedule 2 (LSIO2)
- Floodway Overlay (FO)

Figure 16: Climate change, flooding and bushfire influences

Ford Proving Ground
Mount Rothwell Biodiversity Interpretation Centre
You Yangs Regional Park
You Yangs Road
Little River Station
Serendip Wetlands Wildlife Reserve
CITY OF GREATER GEELONG
Lara Station
Avalon Airport
Hovells Creek
Geelong Grammar School
Avalon College
Mountain View Quarry
Point Wilson
The Spit Wildlife Reserve
Kirks Point
Port Phillip Bay
Western Treatment Plant
Little River
Black Forest Road
Regional Rail Link
Wyndham refuse disposal facility / Holcim Quarry
CITY OF WYNDHAM
Werribee Station
WERRIBEE
East Werribee Employment Precinct
Werribee Zoo
Werribee River Park
Werribee River

0 1.6 3.2
0.8 2.4 4km

Project Ref: 19.322
Dwg No.: UDD-001
Scale 1:80,000@A3
Date: 14.12.2021
Revision: D

hansen

11.5

Amendment VC171 (gazetted September 2021) makes changes to the VPPs to implement the *Marine and Coastal Policy* (DELWP 2020), support coastal hazard planning and sea level rise adaptation and update policy references. Functionally the changes strengthen the planning scheme provisions to plan for and mitigate coastal hazard risk to reduce the exposure of settlements to coastal hazard risks.

CoGG has undertaken further work as part of the Our Coast project, which involved the preparation of the detailed *Bellarine Peninsula - Corio Bay Local Coastal Hazard Assessment* (2015). This work resulted in updates to the Land Subject to Inundation Overlay (LSIO) in the Greater Geelong Planning Scheme, including a new Schedule (LSIO2) that was introduced as part of Amendment C394ggee (September 2020). LSIO2 applies to land affected by the combined impacts of a 1% AEP flood event and a 0.8 metre sea level rise.

DELWP's Coastal Erosion Vulnerability mapping provides an indication of sections of the Victorian coast that are most vulnerable to erosion. While the data is high level, areas of high and very high risk have been mapped along the Avalon Corridor coastline (see Figure 16).

A large portion of land within the Avalon Corridor affected by coastal inundation under a 0.8 metre sea level rise scenario is classified as public land with a direct interface to the coast or tributaries. Responding to the impacts of sea level rise in these locations will generally be the responsibility of the various public land managers and authorities.

The most significantly impacted location is the WTP. Engineered solutions and protection measures will play a significant role in locations that contain state significant infrastructure to ensure ongoing viability and reliability of assets.

A significant portion of the salt production and aquaculture activities surrounding the Avalon Coastal Reserve is projected to be periodically and permanently inundated. Areas within this location are also subject to high or very high vulnerability to coastal erosion.

Planning responses that seek to manage the use and development of land to mitigate risks of climate change, sea level rise and flooding will have a role to play within the Avalon Corridor. As recognised by the application of the LSIO in Greater Geelong, built form solutions related to the siting of buildings and floor level heights are necessary in vulnerable locations. Such solutions should also be considered during detailed design for the future Bay West Port.

There is a need to ensure land use and development consider flood risk to the satisfaction of Melbourne Water or the relevant Floodplain Management Authority. Where severe risks are identified, the long term development viability of the land will need to be considered. Options could include restricting sensitive uses, limiting the intensification of existing activity or identifying planned retreat options.

Of further note, CoGG exhibited Amendment C339ggee in 2021 which seeks to address riverine flooding risk through the targeted application of the Flood Overlay and LSIO to land within and beyond the Avalon Corridor.

Reports underpinning Amendment C339ggee include:

- *Bellarine Peninsula - Corio Bay Local Coastal Hazard Assessment* (2015)
- *Lower Barwon and Lower Moorabool Flood Investigation* (2018)
- *Lara Flood Study* (2020)

11.6–11.8

11.6 BUSHFIRE RISK

Although no areas of the Avalon Corridor are covered by the Bushfire Management Overlay (BMO), large sections are mapped as Designated Bushfire Prone Areas as illustrated in Figure 16.

Such areas are identified by the Bushfire Prone Area (BPA) Map, which was introduced in response to the recommendations made by the 2009 Victorian Bushfires Royal Commission. The Minister for Planning makes a formal determination to designate BPAs under section 192A of the Building Act (1993), based on Bushfire Hazard Level - an indicator of how extreme a bushfire can be, based on landscape conditions.

The BPA Map identifies bushfire hazards for most of Victoria, including grassland areas. Minimum construction standards apply to new residential buildings, schools, child care centres, hospitals, aged care facilities and associated buildings in designated BPAs. For example, a minimum Bushfire Attack Level (BAL) of 12.5 is applied to certain buildings, such as dwellings.

Noting that the BMO does not apply within the Avalon Corridor, potential impacts of bushfire need to be considered on a case-by-case basis as part of specific applications for building and planning permits.

11.7 WEEDS AND PEST PLANTS

Activities within the Avalon Corridor potentially involve the removal and transportation of plant material through the use of various machines, vehicles and equipment. This creates risks of spreading plant diseases and pest plants (weeds). The Avalon Corridor is noted to contain a range of environmental and noxious weeds, such as Chilean needle grass and serrated tussock, which threaten native vegetation and agricultural activities. Preventing further spread of weeds and invasive flora species should be a priority for land managers.

11.8 HYDROLOGY, SALINITY AND ACID SULPHATE SOILS

Wetlands, waterways and the coastal interface are characteristic landscape and ecological features of the Avalon Corridor. Landscape scale and site specific hydrological knowledge is required to ensure these environmental assets can function appropriately alongside current and future land uses.

Overland flows and stormwater management must be carefully considered across the entire Avalon Corridor area, in particular areas flagged for development and land use change. Freshwater inputs into saline environments can be detrimental to the point of impacting on Matters of National Environmental Significance (MNES). Salinity is therefore a relevant consideration to the Avalon Corridor, both in terms of its relation to ecological systems and the constraints it may place on certain types of development.

Management arrangements will need to be considered which support the protection and function of the Werribee-Avalon Area Nationally Important Wetlands (ref. VIC121), particularly the former Cheetham Saltworks site. The functioning of these ponds is reliant on hydrological regimes that extend beyond the area of Crown land managed by Parks Victoria.

It is further important to ensure development considers and mitigates risks associated with the disturbance of coastal acid sulphate soils, which may be present within the Avalon Corridor.

EMERGING TRENDS AND INFLUENCES

12.0 Emerging Trends and Influences 99

12.0

12.0 EMERGING TRENDS AND INFLUENCES

Beyond strategic, economic and environmental considerations relating to the Avalon Corridor, there are a range of emerging technological mega-trends and advancements which will influence future land use and development.

The current pace of technological change is expected to create significant changes in future employment markets, including the creation of new jobs and industries that do not currently exist. Administrative, manufacturing and production roles are most likely to see dramatic declines with the rise of automation. Conversely, the demand for advanced mathematics and computer science skills will likely increase. While there are anticipated increases in skilled employment associated with the implementation, management and servicing of new and emerging technologies, the true extent of this employment cannot be accurately estimated.

Future advancement and wider usage of 3D printing will reduce manufacturing costs and provide greater opportunity to deliver new products to the market. Future energy sources and potential decreases in energy costs could drive productivity, leading to further economic growth. However, technological advancements also have potential to create greater disparity in income distribution, resulting from a loss of lower skilled labour opportunities.

Rapid population growth and urbanisation will continue globally throughout the course of the century. Such processes will drive growth and demand in numerous sectors, particularly food production. A growing global population is expected to demand 35 percent more food by 2030, whilst the demand for a variety of food products will increase as incomes rise, particularly in cities. Although urban expansion continues to accelerate in metropolitan Melbourne and central Geelong, the rate of expansion is considerably slower than that experienced at a global level.

Rapid global urbanisation will drive new commercial opportunities in food production, to respond to growing demand. The Avalon Corridor is well positioned to capture some of these opportunities, in light of its unique attributes and assets such as available agricultural land, potential access to recycled water, a robust transport and freight network and the ability to move goods domestically and internationally via Avalon Airport and the future Bay West Port.

The Avalon Corridor also presents potential renewable energy and circular economy opportunities that will help to address climate change. This includes generation of recycled water, biosolids and biogas at the Melbourne Water WTP, which currently treats 50 percent of Melbourne's sewage. Based on projected population growth, sewage load is expected to double by 2050. Similar opportunities are associated with the Barwon Water Northern Treatment Plant in Corio.

Noting the availability of agricultural land and potential access to a significant supply of recycled water, food production would appear to have substantial potential within the Avalon Corridor, with the added benefit of easy access to Avalon Airport for rapid export to global markets.

In this context, a variety of technological and scientific advancements are having significant impacts on agricultural and food production sectors, including:

- Precision agriculture or satellite farming, involving GPS tracking systems and satellite imagery to monitor crop yields, soil levels, and weather patterns to increase efficiency.
- Technological farming assistance, including the use of drones and wireless sensors.
- Emerging water conservation and sustainability initiatives, including strategically placed irrigation and dry land agriculture techniques.

The cost of producing recycled water to support agricultural production in the Avalon Corridor remains an issue, with price exceeding farmers' willingness to pay. However, this has the potential to change in future either through technological advancements reducing the cost of recycled water production, or (as an example) state or federal governments subsidising water recycling costs to generate investment in this sector. There is opportunity to also consider recycled water use beyond farming and food production.

These considerations represent only a fraction of changes anticipated through technological advancements. Opportunities and issues associated with these changes will need to be managed by various sectors. Governmental policies at the global and national level will form an integral part of this process. While it is beyond the scope of the Avalon Corridor Strategy to predict or respond to the breadth of anticipated technological advancements and associated impacts, the Strategy recognises the need for flexibility to adapt to future change.

OPPORTUNITIES, CONSTRAINTS AND ISSUES

13.0 Opportunities, Constraints and Issues 101
13.1 Opportunities 101
13.2 Constraints 102
13.3 Issues 103

13.0

13.0 OPPORTUNITIES, CONSTRAINTS AND ISSUES

The earlier sections of this Strategy have summarised a significant volume of information and highlight matters associated with land use and development of relevance to the Avalon Corridor. This section seeks to further summarise this background work into a list of opportunities, constraints and issues to inform the Framework Plan.

The Avalon Corridor benefits from a unique combination of attributes that is not found elsewhere within Victoria. However, the role of this Strategy is to provide strategic guidance regarding appropriate development within targeted areas (based on relevant opportunities), and avoid development in inappropriate areas (based on relevant constraints).

13.1 OPPORTUNITIES

- Princes Freeway and the Geelong-Melbourne rail corridor bisect the Avalon Corridor. Both constitute regionally significant major transport assets which provide substantial opportunity relating to the movement of freight and people and facilitate wider regional connections.
- Road and rail access to the Princes Freeway will be augmented by the future OMR Transport Corridor. The alignment for the OMR has been designated and formally protected through relevant planning scheme controls.
- Development at Avalon Airport is controlled by a federally endorsed Master Plan which anticipates major development and expansion of airport and non-airport activities in coming decades. Airport activities at Avalon Airport have the potential to expand without curfews or other operational constraints.
- Avalon Airport has potential to substantially expand on its status as Melbourne's second international airport to further support Tullamarine Airport.
- Avalon Airport has potential for a future rail link, which has been protected through a PAO.
- Substantial availability of undeveloped land both at and surrounding Avalon Airport and opportunity to leverage off the state significant transport gateway for economic growth and employment in the Avalon Corridor and wider region.
- The state policy designation of the future Bay West Port within the Avalon Corridor as the preferred location for Melbourne's second port facility.
- Limited residential development to the south of the Princes Freeway, with the exception of a small number of RLZ and FZ allotments west of Avalon Road.
- Transport opportunities associated with Geelong Fast Rail and the Western Rail Plan.
- Majority of the land to the south of the Princes Freeway accommodates the WTP, which is in public ownership. This provides state government with the opportunity to maximise the value and use of the WTP site for Victorians, through private sector and community partnerships in areas such as ecotourism, circular economy and agriculture.
- WTP is a long term, state significant infrastructure asset which will remain in long term operation to service metropolitan Melbourne. Ongoing operations provide opportunities for recycled water access by nearby farms and agricultural properties to the north of Princes Freeway (if cost and salinity challenges can be overcome).
- Preservation of views to Wurdi Youang (the You Yangs) as a regional landmark and tourism gateway.
- Potential to create artistic gateway features on the Princes Freeway to demarcate the edge of metropolitan Melbourne at Werribee and the entrance to Greater Geelong at Avalon Airport.
- Potential co-location of activities which have direct synergies with the ongoing activities at the Wyndham RDF and otherwise require buffers from urban areas.
- Potential to improve public access to the Port Phillip Bay coastline at appropriate points.
- Potential to protect environmental and biodiversity values associated with coastal environs and to explore opportunities these natural assets may offer including blue carbon, climate change adaptation, biodiversity offsets and ecotourism.
- Potential for aquaculture facilities both onshore (Crown parcel 2008\PP3891) and offshore (Bates Point Aquaculture Fisheries Reserve) on Crown and freehold land.
- Potential to improve local and regional cycling trails and shared path networks, including the potential to complete missing link of the Port Phillip Bay Trail between Werribee and Geelong.
- Potential for rehabilitated quarries to have an innovative end use such as recreation or biodiversity conservation.
- Potential of regional extractive resources to supply the infrastructure and urban development needs for Melbourne and Geelong.
- Opportunity to protect, enhance and celebrate living Wadawurrung cultural heritage and values, as well as sites of post contact heritage significance.

13.2

13.2 CONSTRAINTS

- Strong existing policy position to protect the role of the Avalon Corridor as a green break between Victoria's two largest cities.
- Potential for future increased traffic to negatively impact on the functional operation of the Princes Freeway as the main regional access road between Melbourne, Geelong and beyond.
- Rain shadows from Wurdi Youang and the Otway Ranges creating drier than average conditions in the Avalon Corridor (compared to the rest of southern Victoria).
- General constraints relating to farming, rural activities and land management including water access, weed and pest management, bushfires, access to networks and supplier inability to move goods due to existing vehicle restrictions on lower order roads.
- Current costs associated with producing recycled water of a suitable quality for agriculture exceed willingness to pay.
- Extent of residual land contamination within large sections of the WTP site due to historic land use activities.
- Significant environmental assets requiring careful management and protection including native grasslands, riparian corridors, coastal environs and Ramsar wetlands.
- Requirements for buffer separation from quarries (both current and future), Wyndham RDF and Point Wilson Munitions Facility.
- Landscapes character values and views associated with the foothills of Wurdi Youang.
- Need to manage potential biodiversity impacts of future land use change and development including expansion of services and road networks into critically endangered grassland EVCs.
- Need to limit impacts of development and operations of Avalon Airport on surrounding townships and settlements in Avalon, Lara and Little River.
- Need to manage, mitigate and avoid potential impacts of development on sites of identified cultural heritage significance.
- Gas and oil pipelines traversing the Avalon Corridor including the need to avoid sensitive land uses in relevant measurement lengths and to limit road crossings within easements.
- The requirement for landscaping along to gas and oil pipeline easements to maintain sight lines and avoid impacts of large tree roots.

13.3

13.3 ISSUES

- Potential amenity impacts for existing residential and rural living properties in Avalon, Lara and Little River associated with significant future expansion of Avalon Airport and adjacent land to accommodate employment uses.
- Need to manage future traffic movements on Princes Freeway between Melbourne and Geelong and risks associated with increased volumes of freight and commuter vehicles.
- Need to protect areas required for development of the future Bay West Port through appropriate planning controls.
- Need to consider and manage potential impacts of Bay West Port on WTP and the adjoining sensitive coastal interface, including the internationally significant Ramsar wetlands.
- Ensuring protection of the ongoing long-term operations of the WTP.
- Potential for further fragmentation of rural land located to the north of the Princes Freeway.
- Potential for small scale or incremental land use and development to be in conflict with broader strategic aspirations.
- Potential conflicts between present and future land uses north of the Princes Freeway with identified landscape character values.
- Potential conflicts between extractive industry aspirations with the Western Grasslands Reserve, as well as other areas of high cultural, environmental and landscape values.
- Exacerbated impacts of flooding, inundation and sea level rise as a result of climate change.
- Need to further undertake assessments of cultural heritage significance for large tracts of the Avalon Corridor, including the coastline of WTP.
- Need for planning to have a degree of flexibility in light of uncertainty over the future impacts of emerging technologies on industry, manufacturing, food production, freight logistics and employment.



Views of the Avalon Corridor from Wurdi Youang

TOWARD A CONCEPTUAL FRAMEWORK PLAN

14.0 Toward a Conceptual Framework Plan 105
14.1 Major Land Uses and Influences 105
14.2 Key Drivers and Role of the Framework Plan 105
14.3 Transport Synergies 106
14.4 Timing 106
14.5 Future Urban Development 108
14.6 Precincts - North and South 108

14.0

14.0 TOWARD A CONCEPTUAL FRAMEWORK PLAN

This section summarises recommendations and spatial considerations relevant to development of the Framework Plan.

14.1 MAJOR LAND USES AND INFLUENCES

Major land uses and influences in the Avalon Corridor of relevance to the Framework Plan are spatially illustrated on Figure 17. These include:

- The extent of land area influenced by the future expansion of the Avalon Airport to full capacity, including associated noise contours and building height restrictions.
- The extent of buffers and separation distances associated with various land uses such as quarries, landfills and the Point Wilson Munitions Facility.
- The location of the future Bay West Port at WTP and its landside connections to the Princes Freeway and the OMR Transport Corridor.
- The extent of designated Green Wedge Zone land within WCC
- The small area of the Western Grasslands Reserve within WCC.
- The extent of the WTP site.
- The location of the Youth Justice Facility at Cherry Creek.
- The location and alignment of the potential Avalon Airport rail link and the OMR Transport Corridor, as designated by relevant PAOs.
- Land located inside the UGB that is identified to be included within future PSPs.
- The landscape character values and visual significance of Wurdi Youang (the You Yangs) and foreground landscapes, including the foothills.
- Existing quarries and extractive resources, as identified by WAs, EIIAs and SERAs.
- The extent of important flora and fauna habitat along the coastal foreshore, including the Ramsar site.
- Significant flora, fauna and ecological communities extending beyond the coastal foreshore.

14.2 KEY DRIVERS AND ROLE OF THE FRAMEWORK PLAN

The key driver of the Avalon Corridor Strategy is to maintain the green break between Melbourne and Geelong and to protect important infrastructure and significant cultural and environmental values.

The Framework Plan seeks to spatially identify high level future land uses within the Avalon Corridor and to clearly designate areas that are suitable for development. The Framework Plan does not attempt to identify all possible land uses within the area. Greater spatial detail on future land use will be provided through subsequent planning processes, such as the development of Structure Plans.

The Framework Plan must address the overarching project aims by spatially identifying:

- Land to be protected for its environmental, cultural and landscape values.
- Land with capacity to be developed for infrastructure and other complementary employment generating uses.
- Issues and opportunities such as land capability and national and state infrastructure planning.
- Measures required to maintain a green break between Melbourne and Geelong.

14.3 – 14.4

14.3 TRANSPORT SYNERGIES

In order to inform the opportunities and directions of the Framework Plan, it is important to understand synergies and locational attributes associated with different modes of transport, including road, rail, air and sea.

Engagement with Infrastructure Victoria highlighted there are no direct synergies between port and airport activities, due to the types of freight preferred by each mode:

- Sea freight typically handles large, bulky items (generally of low value)
- Air freight typically handles small, lightweight items (generally of high value)

This understanding of the role of different freight modes suggests that there is no justification for the future Bay West Port to be collocated near or connected to Avalon Airport. However there are direct synergies to be drawn between sea and rail freight, as both typically carry larger bulky items over long distances.

14.4 TIMING

The Framework Plan is influenced by the timing of various parallel land use and infrastructure development projects within the Avalon Corridor, including:

- Further expansion of international flights at Avalon Airport.
- Construction of the second parallel runway.
- The long term status of the third cross runway, and whether it is likely to be ultimately required and constructed.
- Construction of improved public transport connections to Avalon Airport.
- Uptake of developable employment land within and surrounding the Avalon Airport site.
- Updates to the Avalon Airport Master Plan in relation to Greater Avalon Employment Precinct (GAEP) Structure Plan.
- Preparation of the Werribee Junction and Mambourin East PSPs.
- Construction of the OMR Transport Corridor.
- Development of the Bay West Port and associated landside connections.
- Construction of the WIFT at Truganina.
- Upgrades to the Geelong-Melbourne rail line and completion of other public transport projects such as the Suburban Rail Loop.

As the delivery of these projects is outside the control of the Avalon Corridor Strategy, it is difficult for the Strategy to predict or respond to their timing. However, the Framework Plan should still have regard for confirmed or proposed projects that influence overall land use and development directions.

AVALON CORRIDOR STRATEGY

MAJOR LAND USES AND EXTERNAL INFLUENCES

KEY

- Western Treatment Plant
- Avalon Airport
- State Extractive Resource Area (SERA)
- Extractive Industry Works Approvals (WA) – current and proposed
- Extractive Industry Interest Area (EIIA)
- Default EPA buffer zone
- ANEC for ultimate capacity of proposed two parallel runways: GHD 2020 (subject to change)
- Approximate location of noise contours for potential third cross runway (no ANEC available).
- Airport runway
- Building height restrictions (Inner zone limitations on height ranging from RL 10 53m. Outer zone limitations ranging from 53-163m)
- Oil / gas pipeline
- Western Grasslands Reserve
- Significant Landscape Overlay (SLO)
- Coastal saltmarsh/ mangrove shrubland mosaic (EVC 302)
- Plains grassland (EVC 132)
- Plains grassy wetland(EVC 125)
- Regional Park
- Study area Boundary
- Municipal Boundary
- Green Wedge
- Urban Growth Boundary
- Lara Structure Plan Boundary
- Extent of Little River township (TZ & LDRZ land)
- Precinct Structure Plan - not started
- Precinct Structure Plan - completed
- Future Outer Metropolitan Ring (OMR) Transport Corridor
- Railway line & station
- Proposed railway link
- Freeway
- Indicative Outer Explosive Ordinance Safety Arc
- Youth Justice Facility, Cherry Creek (under construction)
- Future Bay West port (indicative concept design – subject to future planning and change)
- Potential location of future Bay West port

(Sourced from Melbourne Supply Area - Extractive Industry Interest Areas Review)

Figure 17: Major land uses and external influences

0 1.6 3.2
0.8 2.4 4km

Project Ref:	19.322
Dwg No.:	UDD-001
Scale	1:80,000@A3
Date:	27.09.22
Revision:	D

hansen

14.5 FUTURE URBAN DEVELOPMENT

Plan Melbourne (2017) and other strategic documents such as the Greater Geelong Settlement Strategy (2020) set out clear objectives to protect green wedge and peri-urban areas, in order to maintain the green break between Geelong and Melbourne. These policy positions preclude consideration of further residential and urban development within the Avalon Corridor, beyond what is already planned.

The Avalon Corridor Strategy has focused on the designation of appropriate future land uses within the Avalon Corridor to take advantage of the region's strategic location and assets, whilst not undermining the long term intent for protection of green wedge and peri-urban areas.

14.6 PRECINCTS - NORTH AND SOUTH

Based on background analysis presented in earlier sections of this Strategy, two high level precincts have been identified - the North and South Precinct. These precincts are delineated the Princes Freeway and have been utilised to spatially differentiate the Avalon Corridor based on land use, land ownership and landscape considerations. The further designation of sub-precincts in the Framework Plan allows for the development of more targeted strategies and objectives.

NORTH PRECINCT

The North Precinct includes all land located to the north of the Princes Freeway. Apart from residential and rural residential land use associated with Lara and Little River, the North Precinct is characterised by open rural landscapes and farming land with limited development. Due to the limited presence of canopy vegetation (other than in isolated patches and along road corridors), substantial open views towards Wurdi Youang (the You Yangs) are available throughout the North Precinct, including glimpses along the Princes Freeway.

The Wyndham RDF, Holcim Quarry and Cherry Creek Youth Justice Facility are located to the north eastern corner of the North Precinct. Additionally, the precinct contains substantial tracts of potential stone resources designated as EIIAs or SERAs. Further investigations will be required to determine the appropriateness of this land for quarrying and to assess potential impacts against other objectives and values within the Avalon Corridor.

The North Precinct also includes the Werribee Junction and Mambourin East PSP areas located within the edge of the UGB.

North sub-precincts

- Lara and Little River townships
- Open rural landscapes and farming land
- Princes Freeway corridor (north side)
- Land within the UGB and OMR Transport Corridor alignment

SOUTH PRECINCT

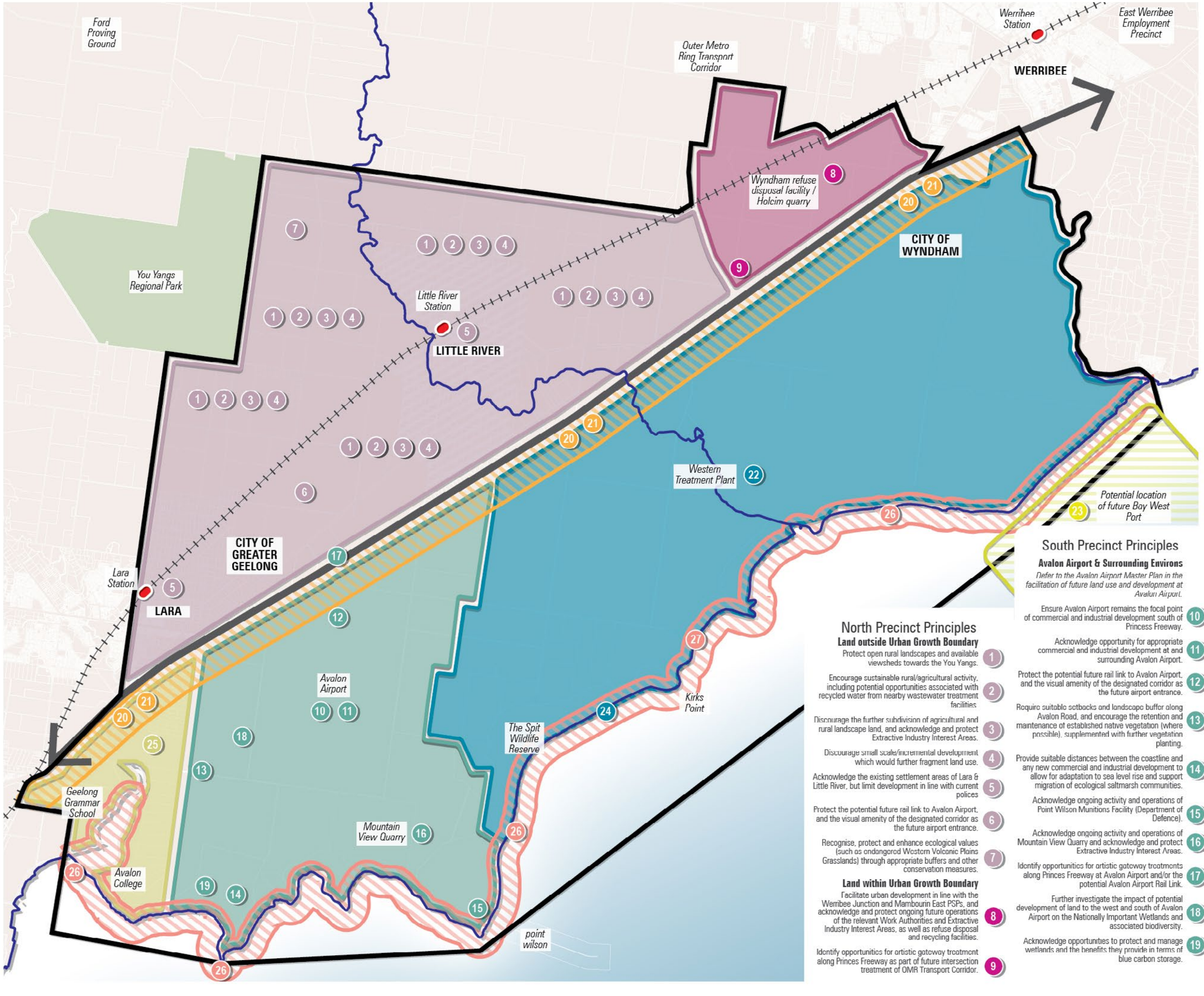
The South Precinct includes all land located to the south of the Princes Freeway. Land ownership and existing land use plays a large role in defining this area, noting that the WTP covers approximately three quarters of the South Precinct. Other larger specific land holdings within the South Precinct includes Avalon Airport, former Cheetham Saltworks, Mountain View Quarry, Point Wilson Munitions Facility and Crown land reserves.

Despite these major land holdings, the South Precinct is particularly hidden through a combination of the following factors:

- Alignment of the Princes Freeway creating a land use barrier.
- Extent of mature vegetation along the southern side of the Princes Freeway which limits views into and across the South Precinct.
- Flat topography, with no significant landforms such as Wurdi Youang to frame or draw visual focus.
- Limited road access points and the lack of established township settlements (other than a small area of rural residential living west of Avalon Road).

South sub-precincts:

- Avalon Airport and surrounding environs
- Western Treatment Plant (WTP) and environs
- Bay West Port and environs
- Princes Freeway corridor (south side)
- Existing settlement areas west of Avalon Road
- Coastal environs



AVALON CORRIDOR STRATEGY

KEY PRINCIPLES

i. Maintain and reinforce a green break between Geelong (regional Victoria) & Werribee (metropolitan Melbourne).

ii. Protect green wedge and rural landscapes, as well as cultural and environmental features of identified value.

iii. Protect ongoing operations of the Western Treatment Plant.

iv. Protect ongoing and future expanded functional operations of Avalon Airport (as per Avalon Airport Master Plan).

v. Focus appropriate commercial and industrial development within and surrounding Avalon Airport.

Create economic development and employment opportunities in the northern part of Geelong

vi. Highlight the ongoing importance of the economic and transport connections between Werribee and Geelong.

vii. Protect and enhance traffic movement on major roads (current and proposed) and rail corridors

ix. Discourage future residential population growth within the Avalon Corridor.

x. Protect areas of acknowledged environmental value including coastline and Ramsar wetlands.

xi. Protect areas of known Wadawurrung cultural heritage and post-contact heritage significance (in addition to undertaking further investigations as part of specific land use change and development proposals).

North Precinct Principles

Land outside Urban Growth Boundary

Protect open rural landscapes and available viewsheds towards the You Yangs. 1

Encourage sustainable rural/agricultural activity, including potential opportunities associated with recycled water from nearby wastewater treatment facilities. 2

Discourage the further subdivision of agricultural and rural landscape land, and acknowledge and protect Extractive Industry Interest Areas. 3

Discourage small scale/incremental development which would further fragment land use. 4

Acknowledge the existing settlement areas of Lara & Little River, but limit development in line with current polices 5

Protect the potential future rail link to Avalon Airport, and the visual amenity of the designated corridor as the future airport entrance. 6

Recognise, protect and enhance ecological values (such as endangered Western Volcanic Plains Grasslands) through appropriate buffers and other conservation measures. 7

Land within Urban Growth Boundary

Facilitate urban development in line with the Werribee Junction and Mambourin East PSPs, and acknowledge and protect ongoing future operations of the relevant Work Authorities and Extractive Industry Interest Areas, as well as refuse disposal and recycling facilities. 8

Identify opportunities for artistic gateway treatment along Princes Freeway as part of future intersection treatment of OMR Transport Corridor. 9

South Precinct Principles

Avalon Airport & Surrounding Environs

Refer to the Avalon Airport Master Plan in the facilitation of future land use and development at Avalon Airport.

Ensure Avalon Airport remains the focal point of commercial and industrial development south of Princess Freeway. 10

Acknowledge opportunity for appropriate commercial and industrial development at and surrounding Avalon Airport. 11

Protect the potential future rail link to Avalon Airport, and the visual amenity of the designated corridor as the future airport entrance. 12

Require suitable setbacks and landscape buffer along Avalon Road, and encourage the retention and maintenance of established native vegetation (where possible), supplemented with further vegetation planting. 13

Provide suitable distances between the coastline and any new commercial and industrial development to allow for adaptation to sea level rise and support migration of ecological saltmarsh communities. 14

Acknowledge ongoing activity and operations of Point Wilson Munitions Facility (Department of Defence). 15

Acknowledge ongoing activity and operations of Mountain View Quarry and acknowledge and protect Extractive Industry Interest Areas. 16

Identify opportunities for artistic gateway treatments along Princes Freeway at Avalon Airport and/or the potential Avalon Airport Rail Link. 17

Further investigate the impact of potential development of land to the west and south of Avalon Airport on the Nationally Important Wetlands and associated biodiversity. 18

Acknowledge opportunities to protect and manage wetlands and the benefits they provide in terms of blue carbon storage. 19

Princess Freeway Corridor (South Side)

Further establish landscaped vegetation buffer along the full extent of Princes Freeway, encourage the retention and maintenance of existing/mature native vegetation (where possible), supplemented with further vegetation planting, with planting selection having regard to underground utility infrastructure. 20

Encourage off freeway bicycle path to connect in with broader regional bike path network. 21

Western Treatment Plant & Environs

Acknowledge potential opportunities for recycled water to be used as part of intensive agriculture activity on land to the north of the Princess Freeway (within study area) and further afield (outside study area). 22

Acknowledge Bay West as the State Government preferred location for Melbourne's second container port terminal. 23

Further investigate areas of cultural heritage significance along the coastline of the Melbourne Water WTP landholdings (refer to Cultural Values Assessment recommendations). 24

Existing Settlement Areas West of Avalon Road

Acknowledge existing residential dwellings and rural land uses to the west of Avalon Road, but discourage further residential development. 25

Coastal Environs

Protect areas of acknowledged environmental importance, including coastline and Ramsar wetlands, and facilitate planned adaptation to sea level rise and other climate change impacts. 26

Encourage targeted and controlled public access links to Port Phillip Bay along the coastline where appropriate. 27

Figure 18: Key principles

Project Ref:	19.322
Dwg No.:	UDD-001
Scale	1:80,000@A3
Date:	27.09.22
Revision:	D

hansen

FRAMEWORK PLAN

15.0 Framework Plan 111
15.1 Framework Plan Objectives and Strategies 111
15.2 South Precinct 112
15.3 North Precinct 116

15.0

15.0 FRAMEWORK PLAN

The Framework Plan (Figure 19) guides future detailed land use and development in the Avalon Corridor out to 2050.

The Framework Plan is guided by a series of overarching objectives and strategies. More specific objectives and strategies also apply to the North and South Precincts and associated sub- precincts.

15.1 FRAMEWORK PLAN OBJECTIVES AND STRATEGIES

Objectives

- To identify and protect land within the Avalon Corridor that constitutes the green break between Geelong and Melbourne.
- To acknowledge and protect land within the Avalon Corridor which has known cultural, environmental and landscape character values.
- To identify various state significant assets and promote a coordinated approach to infrastructure planning and development.
- To identify developable land for future employment uses.

Strategies

- Maintain and reinforce green break between Geelong and metropolitan Melbourne and discourage further population growth within existing settlements, beyond that outlined in current strategies.
- Protect ongoing and future expanded operations of Avalon Airport.
- Centralise future commercial and industrial development on land located south of the Princes Freeway at Avalon Airport (in line with the Master Plan) and immediate surrounds.
- Enable the future preparation of a Structure Plan for the GAEP.
- Encourage strategic land uses with a focus on employment generating activities.
- Prioritise protection of views to the culturally significant Wurdi Youang north of Princes Freeway.
- Acknowledge the location of the future Bay West Port.
- Protect and enhance the existing and future transport network.
- Minimise and eliminate (where possible) impacts of future land use and development on environmental values and sensitive ecosystems, including the Ramsar wetlands.
- Ensure impacts of climate change, including sea level rise, are considered and appropriately mitigated as part of all future land use and development.
- Protect green wedge and rural landscapes.
- Protect agricultural areas and the right to farm from incompatible land uses and further urban encroachment.
- Protect areas of acknowledged environmental importance, including grasslands, coastline and Ramsar wetlands.
- Protect non-urban land areas within the Avalon Corridor which are recognised for their cultural and landscape values.
- Protect ongoing operations of the WTP.
- Protect identified SERAs and EIIAs for potential future quarrying activities to meet demand for stone and sand for construction in the metropolitan Melbourne and Geelong areas.
- Position the Avalon Corridor as a tourism gateway and support tourism opportunities associated with existing activities and assets within the region.
- Ensure the protection of existing environmental linkages and wildlife corridors and encourage the provision of new environmental linkages both within the study area and to areas adjacent and beyond the study area.
- Undertake future detailed biodiversity assessments as part of future Structure Plan processes.

15.2 SOUTH PRECINCT

15.2.1 AVALON AIRPORT AND SURROUNDING ENVIRONS

Objectives

- To support and facilitate the major expansion of Avalon Airport and the opportunity for commercial and industrial development which benefits from the transport gateway anchored by the airport.

Strategies

- Acknowledge future expansion of Avalon Airport consistent with the Avalon Airport Master Plan (or future updates), including potential for substantial increase in airport traffic and possibility of two additional runways.
- Ensure Avalon Airport remains the critical focus of commercial and industrial development south of Princes Freeway.
- Acknowledge opportunities for airport and related commercial and industrial development of land surrounding Avalon Airport, but apply the following guiding principles to future development on and surrounding Avalon Airport:
  - Airport land – development to be consistent with Avalon Airport Master Plan.
  - Land surrounding Airport – ensure development of land immediately surrounding the airport includes commercial or industrial activities which are compatible with the airport and benefit the transport gateway locational attributes of the precinct.
  - Non-airport related – discourage activities, which are incompatible with the functional operation of the airport.
- Prepare a Structure Plan for the Greater Avalon Employment Precinct (GAEP).
- Acknowledge the need to undertake additional investigations regarding the current values of the Werribee-Avalon Area Nationally Important Wetland located to the west and south of Avalon Airport, including the former Cheetham Saltworks site. Such investigations should be undertaken as part of the Structure Plan process for the GAEP.
- Investigate the potential for an environmental buffer interface between the GAEP and adjacent coastal environs.
- Consider the direct and indirect impacts of the potential development of Avalon Airport and surrounding land on Ramsar wetland sites, and consider opportunities to restore the wetlands, either as part of development proposal or if development does not proceed.
- Consider visual amenity buffers for existing rural residential areas, such as setbacks and landscape buffers along Avalon Road.
- Acknowledge ongoing activities and operations of the Point Wilson Munitions Facility.
- Acknowledge ongoing activities and operations of Mountain View Quarry, and have regard for future rehabilitation opportunities.
- Identify opportunities for artistic gateway treatments along Princes Freeway at Avalon Airport and the potential future Avalon Airport Rail Link.
- Acknowledge land identified as EIIAs and land with authorised quarries.
- Undertaken a Safety Management Study (SMS) in accordance with AS 2885 for proposed land use change and development within applicable measurement lengths from gas and oil pipeline easements.
- Consult the *Site Planning and Landscape National Guidelines* (APA, 2020) for guidance on tree species selection within proximity of the gas pipeline easement.

15.2

15.2.2 WESTERN TREATMENT PLANT AND ENVIRONS

Objectives

- To ensure the long term operation of the WTP and its role relating to resource recovery.
- To support opportunities for sustainable and beneficial recycled water use.
- To encourage renewable energy generation opportunities.
- To ensure the Bay West Port infrastructure and operations do not compromise current or future sewage treatment capacity or operations within the WTP site.

Strategies

- Protect ongoing operations of the WTP.
- Encourage a range of land uses and activities on the WTP site which broadly relate to waste water treatment and resource recovery.
- Protect identified post contact and cultural heritage values and undertake further assessment of Wadawurrung cultural values present at WTP.
- Develop community water literacy and environmental awareness through site based education and visitation programs.
- Investigate the potential use of recycled water for agriculture within the Avalon Corridor.
- Encourage expanded opportunities for alternative forms of energy generation on WTP site, including biogas and solar.
- Further develop agricultural production within the WTP site.
- Protect the role of WTP as a functioning part of the Ramsar wetland site and a significant habitat for a number of migratory and shorebird species.

5.2.3 BAY WEST PORT AND ENVIRONS

Objectives

- To recognise the future Bay West Port as the location of Melbourne's second container port terminal, as supported by state policy.
- To ensure the Bay West Port infrastructure and operations do not compromise current or future sewage treatment capacity or operations within the WTP.
- To ensure the Bay West Port infrastructure planning and design considers and protects current and future infrastructure and operational requirements of the WTP.
- To minimise and eliminate impacts from the development and operations of the Bay West Port on significant biodiversity and environmental values, including sensitive coastal ecosystems and wetlands of international significance.

Strategies

- Implement necessary planning controls to protect long term development opportunities associated with the Bay West Port.
- Undertake baseline environmental and Aboriginal Cultural Heritage Impact Assessments for the final location of the Bay West Port.

View towards Avalon Airport from the WTP, with longer range open views to Wurdi Youang

15.2

15.2.4 PRINCES FREEWAY CORRIDOR (SOUTH SIDE)

Objectives

- To create a substantially landscaped vegetation corridor along the south side of the Princes Freeway.
- To further investigate and develop an off-road bicycle route or shared path to connect the missing link of the Port Phillip Bay Trail between Werribee and Geelong.

Strategies

- Encourage landscaped vegetation buffer along full extent of Princes Freeway, ensuring the selection of suitable species which will not impact negatively on gas or oil pipeline easements.
- Encourage development of an off-road bicycle or shared path to connect to the broader regional bike path network, including the Port Phillip Bay Trail and trails to the northern areas of Little River, Lara and the You Yangs.

15.2.5 EXISTING SETTLEMENT AREAS WEST OF AVALON ROAD

Objectives

- To acknowledge existing settlements in Avalon and protect their visual amenity and character through appropriate design controls for development of the GAEP and Avalon Airport.

Strategies

- Acknowledge existing rural residential dwellings and land uses to the west of Avalon Road, but discourage further residential development.
- Protect visual amenity through suitable design strategies such as setbacks and landscape buffers to the east side of Avalon Road (within the GAEP boundary).

15.2.6 COASTAL ENVIRONS

Objectives

- To protect the coastal environment, including areas of acknowledged environmental importance such as the Ramsar wetlands.
- To enhance public knowledge and appreciation of significant coastal environ areas.

Strategies

- Protect areas of environmental importance, through existing relevant policy frameworks.
- Encourage targeted and controlled public access links to Port Phillip Bay along the coastline, where appropriate.
- Investigate and address impacts of sea level rise and coastal erosion on coastal environs and habitat.
- Encourage regeneration and rehabilitation of wetlands areas, including saltmarsh within the areas of the former Cheetham Saltworks site (both public and private land).
- Investigate opportunities to expand areas of protected wetlands, where appropriate.

15.3

15.3 NORTH PRECINCT

15.3.1 LARA AND LITTLE RIVER TOWNSHIPS

Objectives

- To acknowledge the existing settlement area of Lara and facilitate residential development in line with the Lara Structure Plan (2012) and Greater Geelong Settlement Strategy.
- To investigate a township plan and permanent settlement boundary for Little River, which protects the current character of Little River and discourages further residential expansion.
- To protect future operations of Avalon Airport from residential encroachment.
- To recognise that the neighbouring townships of Lara and Little River have differences in scale, aspirations and resources.

Strategies

- Implement residential land use planning in line with the relevant policies and strategies of the Wyndham and Greater Geelong Planning Scheme.
- Investigate a permanent settlement boundary for Little River and implement appropriate planning controls which discourage further residential expansion.
- Implement appropriate planning controls for Avalon Airport to limit noise impacts on surrounding areas.

15.3.2 OPEN RURAL LANDSCAPES

Objectives

- To protect open rural landscapes and viewsheds towards the You Yangs.
- To protect identified green wedge and peri-urban land for agricultural and rural land uses.
- To support landowners to undertake rural landscape restoration.
- To acknowledge land identified as EIIAs or SERAs.

Strategies

- Encourage broad scale rural and agricultural activity.
- Discourage the further fragmentation of land.
- Discourage small scale, incremental development which would be in conflict with broader land designations.
- Discourage large scale buildings which would interrupt views to the You Yangs, including greenhouses.
- Implement appropriate planning controls to protect areas of acknowledged cultural or landscape significance, such as the foothills to Wurdi Youang (the You Yangs).

15.3

15.3.3 AVALON AIRPORT GATEWAY

Objectives

- To protect the potential opportunity for the Avalon Airport rail link.
- To enhance the visual amenity of connections into Avalon Airport as the entrance gateway to the Greater Geelong region and Melbourne Western Metro region.

Strategies

- Discourage development which would visually detract from the future Avalon Airport gateway entrance.

15.3.4 OMR TRANSPORT CORRIDOR ALIGNMENT AND LAND WITHIN UGB

Objectives

- To acknowledge the future alignment of the OMR Transport Corridor and its connection with the Princes Freeway.
- To identify opportunities for artistic gateway treatments at the future intersection of the OMR Transport Corridor with the Princes Freeway.
- To support and protect ongoing future operations of the Wyndham RDF and Holcim Quarry.

Strategies

- Encourage an artistic gateway as part of the future OMR Transport Corridor as a new visual marker for the entrance to Werribee.
- Maintain and enforce appropriate buffers associated with the Wyndham RDF and Holcim Quarry.

Port Phillip Bay coastal foreshore within the WTP site

Ford Proving Ground

You Yangs Regional Park

Outer Metro Ring Transport Corridor

Proposed Railway Station

Regional Rail Link

Electric Rail Line Spur

Werribee Station

East Werribee Employment Precinct

WERRIBEE

Mambourin East PSP

Wyndham refuse disposal facility / Holcim quarry

Werribee Junction PSP

CITY OF WYNDHAM

Little River Station

LITTLE RIVER

Potential Rail Link Avalon

Western Treatment Plant

Lara Station

CITY OF GREATER GEELONG

LARA

Avalon Airport

Kirks Point

The Spit Wildlife Reserve

Port Phillip Bay

Geelong Grammar School

Mountain View Quarry

Avalon College

Point Wilson

Sensitive coastal environs (including Ramsar)

Airport runway

Proposed highway landscape planting

Existing highway landscape planting

Mantain and protect gas pipeline

Sensitive landscape integration / interface requirement

Parkland

Potential access/ public access point

Victorian Coastal Inundation Sea Level Rise 2100 (82cm)

Diamond interchange/ road intersection'

Railway line / station

Youth Justice Facility, Cherry Creek (under construction)

Possible Avalon Airport Rail Link (per PAO14 designation)

Freeway

Outer metro ring transport corridor

Indicative alignment for off-road Around the Bay Cycle Trail

Future Outer Metropolitan Ring (OMR) Transport Corridor

Proposed new road connection

Future Bay West port (indicative concept design – subject to future planning and change)

AVALON CORRIDOR STRATEGY

FRAMEWORK PLAN

KEY

- Study area
- Municipal boundary
- Future Werribee gateway
- Future Avalon, Geelong gateway
- Little River, You Yangs, tourism gateway
- Intersection upgrade
- Long-range views to You Yangs
- Long-range glimpsed/framed views
- Agriculture / rural landscape setting for the You Yangs
- Werribee urban interface (refer to specific PSPs for further guidance)
- Extent of Lara Structure Plan. Discourage future township growth
- Existing dwellings in GWZ & FZ land
- Extent of Little River (T7 & LDR7 land) Discourage future township growth
- Extractive Industries Works Approvals (WA) – current and proposed*
- Strategic Extractive Resource Area (SFRA)
- Extractive Industry Interest Areas (for further investigation)
- Quarry & potential reuse for industry requiring buffers (note: Dept of Defence site adjacent may impact potential use/ employee density)
- Greater Avalon Employment Precinct boundary
- Rural /agriculture/ education (existing)
- Agriculture/ aquaculture/ environmental
- Potential location of future Bay West port
- Western Treatment Plant (refer to MW Future Landuse Plan)
- Airport activities (refer to Avalon Airport Masterplan)
- Biodiversity
- Department of Defence Site
- Western Grassland Reserve

Figure 19: Framework Plan

Project Ref:	19.322
Dwg No.:	UDD 001
Scale	1:80,000@A3
Date:	25.10.22
Revision:	D

hansen

IMPLEMENTATION

16.0 Implementation 121

16.1 Framework Plan Implementation 121

16.2 Further Work to be Undertaken 124

16.0

16.0 IMPLEMENTATION

16.1 FRAMEWORK PLAN IMPLEMENTATION

The Avalon Corridor Strategy provides a long term strategic vision of the Avalon Corridor to ensure planning decisions on individual sites are made in context of the broader vision for the region. The Avalon Corridor Strategy has been tasked with preparing strategic guidance for a large tract of land, which extends from the eastern edge of Geelong to the western edge of Werribee.

The key output of the Avalon Corridor Strategy is the Framework Plan, which outlines the broader spatial pattern of land use for the Avalon Corridor and identifies relevant objectives and strategies for sub-precincts. The Framework Plan is high level in focus and therefore does not go into details that will be determined through subsequent planning processes, such as the development of Structure Plans for the GAEP, Werribee Junction and Mambourin East.

WERRIBEE URBAN INTERFACE

The Werribee urban interface area as illustrated on the Framework Plan will be the subject of further detailed investigations and concept planning associated with the preparation of the Werribee Junction and Mambourin East PSPs. These PSPs are to be led and developed by the VPA in collaboration with WCC.

The Mambourin East PSP and majority of the Werribee Junction PSP are identified as 'regionally significant industrial precincts' for potential employment uses focused on industry and logistics, per the West Growth Corridor Plan, Melbourne Industrial and Commercial Land Use Plan (MICLUP) and Draft Western Metro Land Use Framework Plan. Land use relating to industry and logistics in these PSPs will likely benefit from proximity to Avalon Airport, the future Bay West Port and the OMR Transport Corridor.

GREATER AVALON EMPLOYMENT PRECINCT

While the Framework Plan sets out the broader directions for land use and development, it will be necessary for further detailed work to be completed to assess a range of specific land use/ development issues and options at and surrounding Avalon Airport.

The Framework Plan identifies land which has potential for commercial/ industrial airport related development given locational attributes and proximity to Avalon Airport. However, it is not a matter of simply rezoning and redeveloping individual sites around the airport on a piecemeal basis, as this could undermine the intent of why the Avalon Corridor Strategy is being prepared i.e., the significant opportunities provided by an integrated airport and related commercial business precinct focused on Avalon Airport.

Therefore, it will be necessary to prepare a Structure Plan for the land identified in the Framework Plan as 'potential commercial / industrial / airport related business' which will function to strategically consider the optimal arrangement and integration of future land use and development of land surrounding the Avalon Airport, and would be broadly guided by the Avalon Corridor Strategy and Framework Plan. During the planning and development of the Structure Plan there is a need to consider practices and principles relating to Water Sensitive Urban Design (WSUD) and Biodiversity Sensitive Urban Design (BSUD), particularly for land west of Avalon Airport.

It will be the role of the Structure Plan to investigate and develop an appropriate response to key matters prior to development proceeding. Although the Avalon Corridor Strategy sets high-level land use and policy direction, more detailed matters will need to be addressed through relevant structure planning processes

Functionally speaking, the Structure Plan would be informed and guided by the broader findings, conclusions and recommendations of the Avalon Corridor Strategy. The preparation of a Structure Plan would enable the consideration of all specific issues at a detailed and comprehensive level, to achieve the best outcome for the entire airport precinct. This approach avoids addressing issues on a site by site basis, which could lead to a fragmented assessment, consequently undermining the opportunity to maximise the potential to develop this area as a fully integrated airport and related precinct.

Given a Structure Plan functions to take a precinct wide approach, it allows precinct wide issues to be considered and addressed. For example, through the preparation of a precinct wide transport management strategy and precinct wide drainage catchment strategy, where an optimal response

to such matters can be embedded into the Structure Plan. This process then also allows the preparation and implementation of a Development Contributions Plan (DCP) to fund required items, such as drainage as one particular example.

It is also highlighted that the Framework Plan contains numerous elements which fall outside of the immediate control of Greater Geelong & Wyndham Councils to influence or implement, with these relating to matters of state significance such as:

- Avalon Airport being granted approval for further international flights
- Construction of improved public transport connections to Avalon Airport
- Construction of the OMR Transport Corridor
- Construction of the Bay West Port as the preferred port option and its potential construction

IMPLICATION OF PLANNING POLICY

- Incorporate necessary policy references within the Planning Policy Framework (PPF), including State, Regional, Local and MSS of both the Greater Geelong and Wyndham Planning Schemes.
- Incorporate necessary policy references within the G21 Regional Growth Plan.

APPLICATION OF ZONES AND OVERLAYS

- Implement overlay controls to address airport noise contours and building height restriction associated with the functional operation of Avalon Airport.
- Implement required zones and overlays in the short term to protect long term development opportunities associated with the Bay West Port.
- Consider amending the existing Farming Zone of the Geelong Motor Sports Complex to recreational open space or other suitable zone, which could be facilitated via a future rezoning associated with the implementation of the Greater Avalon Employment Precinct Structure Plan.

The above implementation of the Avalon Corridor Strategy into the Greater Geelong and Wyndham Planning Scheme should be undertaken in the short term (0-2 years).

Former Cheetham Saltworks site with longer range open views to Wurdi Youang

16.2 FURTHER WORK TO BE UNDERTAKEN

The Framework Plan functions as high level strategic planning strategy to guide future land use and development. However, the Framework Plan is not resolved to a level to contemplate and spatially map out all potential future land use and development, nor address every potential issue to a specific and detailed level.

Accordingly, the next level of detailed strategic analysis will be captured by other formal steps involved in the consideration of the future land use and development, including:

- Planning Scheme Amendment process to implement aspects of this strategy;
- Preparation of detailed Structure Plans for key future development areas; &
- Required statutory approvals for site specific proposals.

In the final drafting stages of this Strategy, the Victoria Planning Authority (VPA) were appointed by the Minister for Planning to become the planning authority to prepare a Structure Plan for the proposed employment precinct adjacent to Avalon Airport, known as the Greater Avalon Employment Precinct (GAEP). Initial background site investigations for the Structure Plan has already commenced by the VPA.

Following below is further strategic work which should be undertaken by CoGG and WCC (as applicable), following the formal adoption of this strategy. This list is not exhaustive, and other items of work are likely to be identified in due course. Future work to be actioned includes the following which has been set out in terms of short, medium and longer term priority:

SHORT TERM (1-5 YEARS):

1. CoGG to work with the VPA to commence the preparation of a Structure Plan for the GAEP (refer to Section 16.1 for further discussion and detail on the role and function of the Structure Plan), including:
   - Undertake detailed environmental assessments of land immediately to the west of Avalon Airport to consider potential impacts of future development on identified Werribee-Avalon Area Nationally Important Wetlands (NIW).
2. CoGG and/or the VPA and DoT to assess movement and access in developing the Structure Plan, including:
   - The long-term role of Point Wilson Road for passenger and freight access to Avalon Airport and access to Little River.
   - Upgrades of Beach Road and Avalon Road interchange to accommodate future passenger and freight growth.
3. WCC and the VPA to continue the preparation of the Werribee Junction and Mambourin East PSPs in a manner that is consistent with the high-level objectives and land use guidance of the Avalon Corridor Strategy.
4. VPA to undertake further environmental assessments as part of the investigation and confirmation of the Greater Avalon Employment Precinct Structure Plan including mitigation of stormwater runoff on wetlands, and the current values of the nationally important wetlands (Former Cheetham Saltworks) to the west and south of Avalon Airport.
5. CoGG, WCC, DELWP and WTOAC to undertake further analysis and investigation regarding the potential expansion of the SLO to address cultural values, noting that:
   - The Cultural Values Assessment completed for the Avalon Corridor Strategy included a recommendation from the WTOAC to look at extending the SLOs for the You Yangs (Wurdi Youang) and Anakie Ranges.
   - This request is influenced by current work of DELWP, which is considering the purpose and use of SLOs on a number of fronts, including whether SLOs are an appropriate tool for protecting cultural heritage.
6. CoGG and WCC to advocate to CCMA, Melbourne Water and Barwon Water to improve catchment health through relevant IWM Forums, including returning environmental flows and creating wildlife corridor through to WTP.
7. CoGG and WCC to confirm alternate water supply opportunities for the Avalon Corridor region, such as through development of Integrated Water Management (IWM) plans with relevant stakeholders (e.g. Melbourne Water, Barwon Water and Greater Western Water), in consultation with relevant IWM Forums.

16.2

MEDIUM TERM (5-10 YEARS):

8. CoGG and WCC to investigate opportunities to create a strategic biodiversity link between the You Yangs, the adjacent native grassland remnants, and the Western Grasslands Reserve.
9. CoGG to review outstanding post-contact heritage recommendations for Heritage overlays identified in the Outer Areas Heritage Study and investigate the HO potential of early dry stone walls and other features in the area, as part of a five year program looking at the Outer Areas.
10. WCC to implement the recommendations of the Stage 1 Heritage Review Gap Study2019 as endorsed by Council in June 2021; this work is proposed to be carried out in a staged manner in the next one to five years.
11. CoGG, in discussion with Heritage Victoria and community groups, to explore the potential inclusion of the Wurdi Youang/You Yangs in the Victorian Heritage Register or a Heritage Overlay.
12. DoT, COGG and WCC to undertake further investigations to understand the need for transport network upgrades, based on current and future demand.

LONGER TERM (10+ YEARS):

13. CoGG and WCC to work together to prepare a township plan for Little River and to establish a township settlement boundary to restrict further urban/residential expansion.
14. CoGG and WCC to further investigate investment and infrastructure needs for facilitating sustainable ecotourism activities such as fishing, birdwatching, water sports, bay trail rides in the corridor.
15. CoGG and WCC to investigate and consider opportunities with DELWP and Parks Victoria to expand coastal park and Ramsar wetland areas on publicly owned land.
16. CoGG and WCC to review the Avalon Corridor Strategy and associated Framework Plan, if justified by significant changes to overarching state policy and land use directions for the Avalon Corridor.

Beyond matters that CoGG and WCC can action, further work has been identified which should be undertaken by other organisations:

- Relevant state government departments to urgently undertake further design to define the port site location and supporting connections, and investigate the implementation of appropriate planning scheme mechanisms to protect future potential alignment/s to facilitate the preferred location of the Bay West Port.
- Relevant state government departments to undertake further work to address connectivity and expansion of significant biodiversity and native vegetation areas, including Ramsar sites, coastal reserves, waterways/wetlands, conservation reserves, patches of native vegetation and biosites etc.
- Relevant state government departments to undertake further work to assess potential environmental and cultural heritage impacts of major infrastructure projects, such as the Bay West Port.
- Relevant state government departments to undertake further work to assess potential buffer requirements around high value biodiversity areas for prevention of noise/light/pollution impacts, particularly with regard to migratory birds around Ramsar wetlands and WTP.
- Relevant state government departments to advance acquisition and protection of the Western Grasslands Reserve and to resolve any potential existing or future land use conflicts within the reserve.
- Relevant state government departments to undertake a further work to analyse timing, sequencing and delivery of major various projects within the Avalon Corridor (i.e. OMR Transport Corridor, Bay West Port etc.).
- Relevant state government departments to undertake further work to preserve the functional importance of the Princes Freeway and rail link between Werribee and Geelong including considerations of:
  - Safeguarding against climate change – sea level rise, intense rainfall and increased flooding.
  - Resilience for longer-term freight security – including backup routes in case of closure and functional limits on bridges and culverts.

16.2

  - Avalon Airport to finalise and incorporate the proposed ANEF into a revised Master Plan, in consultation with relevant local, state and federal government departments/ agencies. Interim planning work for and around the airport (including the proposed PSP for the Avalon employment precinct) to protect the option to develop a second parallel and third cross runway, as signalled under the current 2015 Master Plan, unless superseded by an updated Master Plan.

- CoGG and WCC to liaise with relevant entities to identify and protect remaining volcanic ecosystems.
- DELWP to further investigate the extent and condition of native grasslands predicted to be present in the study area.



Open rural landscapes north of the Princes Freeway

APPENDIX 1

17.0 Appendix 1 129

17.1 Planning Policy Framework 129

17.0

17.0 APPENDIX 1

17.1 PLANNING POLICY FRAMEWORK

The following policies of the Planning Policy Framework (PPF) are of relevance to the Avalon Corridor Strategy:

- **Clause 11.01-1S - Settlement** includes a strategy to focus investment and growth in places of state significance in Metropolitan Melbourne and the major regional cities.
- **Clause 11.01-1R - Settlement - Geelong G21 (Greater Geelong)** seeks to Maintain a significant settlement break between the region and Melbourne.
- **Clause 11.01-R - Green Wedges Metropolitan Melbourne (Wyndham)** seeks to protect the green wedges of Metropolitan Melbourne from inappropriate development. Further relevant strategies include:
  - Promote and encourage the key features and related values of each green wedge area. Support development in the green wedge that provides for environmental, economic and social benefits.
  - Plan and protect major state infrastructure and resource assets, such as airports and ports with their associated access corridors, water supply dams, water catchments and waste management and recycling facilities.
  - Support existing and potential agribusiness activities, forestry, food production and tourism.
  - Protect areas of environmental, landscape and scenic value such as biodiversity assets, national and state parks, Ramsar wetlands and coastal areas.
  - Protect significant resources of stone, sand and other mineral resources for extraction purposes.
  - Provide opportunities for renewable energy generation.
- **Clause 11.01-1R Settlement - Metropolitan Melbourne (Wyndham)** seeks to maintain a permanent UGB around Melbourne to create a more consolidated, sustainable city and protect the values of non-urban land.
- **Clause 11.03-3R Peri-urban areas (Greater Geelong)** includes a number of relevant strategies:
  - Identify and protect areas that are strategically important for the environment, biodiversity, landscape, open space, water, agriculture, energy, recreation, tourism, environment, cultural heritage, infrastructure, extractive and other natural resources.
  - Prevent dispersed settlement and provide for non-urban breaks between urban areas.
  - Improve connections to regional and metropolitan transport services.
- **Clause 12 - Environmental and landscape values** outlines that:
  - Planning should help to protect the health of ecological systems and the biodiversity they support (including ecosystems, habitats, species and genetic diversity) and conserve areas with identified environmental and landscape values.
  - Planning should protect, restore and enhance sites and features of nature conservation, biodiversity, geological or landscape value.
- **Clause 12.01-1S – Protection of biodiversity** seeks the protection and conservation of Victoria's biodiversity, including important habitat for flora and fauna and strategically valuable biodiversity sites.
- **Clause 12.01-2S Native vegetation management** seeks to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.
- **Clause 12.02-1S - Protection of the marine and coastal environment** seeks to recognise the value of coastal areas to the community, conserve and enhance coastal areas and ensure sustainable use of natural coastal resources, in addition to enhancing ecological values; avoiding cumulative impacts on ecosystems; and avoiding disturbing acid sulphate soils etc.
- **Clause 12.03-1S River corridors, waterways, lakes and wetlands** seeks to protect and enhance river corridors, waterways, lakes and wetlands.
- **Clause 12.05-1S Environmentally sensitive areas** seeks to protect and conserve environmentally sensitive areas.

17.1

- **Clause 13 Environmental Risks and Amenity** outlines that:
  - Planning should strengthen the resilience and safety of communities by adopting a best practice environmental management and risk management approach.
  - Planning should identify, prevent and minimise the risk of harm to the environment, human health, and amenity through: Land use and development compatibility and Effective controls to prevent or mitigate significant impacts.
  - Planning should identify and manage the potential for the environment and environmental changes to impact on the economic, environmental or social wellbeing of society.
  - Planning should ensure development and risk mitigation does not detrimentally interfere with important natural processes.
  - Planning should prepare for and respond to the impacts of climate change.
- **Clause 13.01-1S Natural hazards and climate change** seeks to minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning.
- **Clause 13.01-2S Coastal inundation and erosion** seeks to plan for and manage the potential coastal impacts of climate change, and includes specific strategies to:
  - Plan for sea level rise of not less than 0.8 metres by 2100 and allow for the combined effects of tides, storm surges, coastal processes and local conditions such as topography and geology when assessing risks and coastal impacts associated with climate change.
  - Ensure that land subject to hazards is identified and appropriately managed to ensure that future use and development is not at risk.
  - Avoid use and development in areas vulnerable to coastal inundation and erosion.
  - Respond to marine and coastal processes in the context of the coastal compartment type.
  - Assess the effectiveness, costs, benefits, impacts (direct, cumulative and synergistic) and path dependency of available adaptation options in the following order: 1. non- intervention; 2. avoid; 3. nature-base methods; 4. accommodate; 5. retreat; & 6. protect
  - Ensure that development or protective works that seek to respond to coastal hazard risks avoid detrimental impacts on coastal processes.
- **Clause 13.03 Floodplains** seeks to assist the protection of:
  - Life, property and community infrastructure from flood hazard, including coastal inundation, riverine and overland flows.
  - The natural flood carrying capacity of rivers, streams and floodways.
  - The flood storage function of floodplains and waterways.
  - Floodplain areas of environmental significance or of importance to river, wetland or coastal health.
- **Clause 13.07-1S Land use compatibility** seeks to protect community amenity and human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.
- **Clause 14 Natural Resource Management** outlines that:
  - Planning is to assist in the conservation and wise use of natural resources including energy, water, land, stone and minerals to support both environmental quality and sustainable development.
  - Planning should ensure agricultural land is managed sustainably, while acknowledging the economic importance of agricultural production.
- **Clause 14.01-1S Protection of agricultural land** seeks to protect the state's agricultural activities by preserving productive farmland.
- **Clause 14.01-2R Agricultural productivity - Geelong G21 (Greater Geelong)** seeks to support new opportunities in farming and fisheries.
- **Clause 14.01-1R Protection of agricultural land - Metropolitan Melbourne (Wyndham)** seeks to protect agricultural land in Metropolitan Melbourne's green wedges and peri-urban areas to avoid the permanent loss of agricultural land in those locations.
- **Clause 14.02-1S Catchment planning and management** seeks to assist the protection and restoration of catchments, water bodies, groundwater, and the marine environment.
- **Clause 14.02-2S Water quality** seeks to protect water quality, including water catchments and natural environs.
- **Clause 14.03-1S Resource exploration and extraction** seeks to encourage exploration and extraction of natural resources in accordance with acceptable environmental standards.

17.1

- **Clause 15.03-1S Heritage conservation** seeks to ensure the conservation of places of heritage significance.
- **Clause 17 Economic Development** outlines that:
  - Planning is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity.
  - Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.
- **Clause 17.01-1S Diversified economy** seeks to strengthen and diversify the economy.
- **Clause 17.01-1R Diversified economy - Geelong G21 (Greater Geelong)** contains the following strategies:
  - Build on the region's competitive strengths, including tourism and agricultural land resources and economic, social and natural assets.
  - Support new businesses that provide employment and innovation opportunities in identified employment nodes across the region.
  - Support industries that utilise skills within the region.
- **Clause 17.03-1S Industrial land supply** seeks to ensure there is an adequate supply and availability of land for industry.
- **Clause 18 Transport outlines** that planning should ensure a safe, integrated and sustainable transport system that: provides access to social and economic opportunities to support individual and community wellbeing; facilitates economic prosperity; actively contributes to environmental sustainability; Facilitates network-wide efficient, coordinated and reliable movements of people and goods; & supports health and wellbeing.
- **Clause 18.01-1S Land use and transport planning** seeks to facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.
- **Clause 18.01-2S Transport system** seeks to facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.
- **Clause 18.01-2R Transport system - Geelong G21 (Greater Geelong)** seeks to support improved transit and access within Geelong and the wider region and support a greater connection to the Werribee growth corridor and Melbourne.
- **Clause 18.02-1S Cycling** seeks to facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.
- **Clause 18.02-2R Cycling - Metropolitan Melbourne (Wyndham)** seeks to develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network.
- **Clause 18.02-3S Public Transport s**eeks to facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.
- **18.02-3R Principal Public Transport Network (Wyndham)** seeks to facilitate high quality public transport access and improve the Principal Public Transport Network.
- **Clause 18.02-4S Roads** seeks to facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.
- **Clause 18.02-5S Freight** seeks to facilitate an efficient, coordinated, safe and sustainable freight and logistics system that enhances Victoria's economic prosperity and liveability. Further relevant strategies include:
  - Support the movement of freight within Victoria's freight and logistics system.
  - Improve freight efficiency and capacity.
  - Manage negative impacts of freight generating activities on urban amenity, the development of urban areas, and on the efficient operation of movement networks.
  - Prioritise new technologies that enhance road and rail safety, optimise the metropolitan road network, better manage congestion and reduce supply chain costs.
  - Increase the capacity of the rail network to carry larger volumes of freight.
  - Protect and develop the Principal Freight Network, including freight movement corridors and freight places, and Principal Transport Gateways, by:
    - Facilitating the movement of high volumes of freight and freight of strategic value.
    - Linking areas of production and manufacturing to national and international gateways and export markets.
    - Increasing the capacity of Principal Transport Gateways and supporting their use and
    - Development as important locations for employment and economic activity.

- Designing the Principal Freight Network to adapt to commodity, market and operating changes.
- Managing encroachment from incompatible land use and development that would undermine its ability to operate.
- Support the development of freight and logistics precincts in strategic locations within and adjacent to Principal Transport Gateways and along the Principal Freight Network movement corridors by:
- Allocating land for complementary uses and employment-generating activities, such as distribution and warehousing.
- Reserving and appropriately zoning land for interstate freight terminals to support development that allows for the direct and immediate delivery of goods to market.
- Allocating land to allow high-volume freight customers to locate adjacent to interstate freight terminals, including the Western Interstate Freight Terminal and the Beveridge Interstate Freight Terminal.

- **Clause 18.02-5R Freight links - Geelong G21 (Greater Geelong)** seeks to recognise and develop a national transport and logistics precinct to the north of Geelong, connecting Avalon Airport, Geelong Port and the Geelong Ring Road Employment Precinct.
- **Clause 18.02-5R Freight links - Metropolitan Melbourne (Wyndham)** seeks to ensure suitable sites are provided for intermodal freight terminals at key locations around Metropolitan Melbourne, particularly for the Beveridge Interstate Freight Terminal and the WIFT.
- **Clause 18.02-6S Ports** seeks to support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels, and to facilitate their ongoing sustainable operation and development. Further relevant strategies include:
  - Identify and protect key transport corridors linking ports to the broader transport network.
  - Manage any impacts of a commercial trading port and any related industrial development on nearby sensitive uses to minimise the impact of vibration, light spill, noise and air emissions from port activities.
  - Protect commercial trading ports from encroachment of sensitive and incompatible land uses in the port environs.
  - Plan for and manage land in the port environs to accommodate uses that depend upon, or gain significant economic advantage from, proximity to the port's operations.
  - Ensure that industrially zoned land within the environs of a commercial trading port is maintained and continues to support the role of the port as a critical freight and logistics precinct.
  - Identify and protect key transport corridors linking ports to the broader transport network.
  - Ensure any new use or development within the environs of a commercial trading port does not prejudice the efficient and curfew-free operations of the port.
- **Clause 18.02-7S Airports and airfields** seeks to strengthen the role of Victoria's airports and airfields within the state's economic and transport infrastructure, facilitate their siting and expansion, and protect their ongoing operation. Further relevant strategies include:
  - Protect airports from incompatible land uses.
  - Ensure that in the planning of airports, land use decisions are integrated, appropriate land use buffers are in place and provision is made for associated businesses that service airports.
  - Ensure the planning of airports identifies and encourages activities that complement the role of the airport, and enables the operator to effectively develop the airport to be efficient and functional and contribute to the aviation needs of the state.
  - Protect the environs of Avalon Airport so it can operate as a full-size jet airport focusing on freight, training and services.
  - Plan the location of airfields, nearby existing and potential development, and the land-based transport system required to serve them, as an integrated operation.
  - Plan the visual amenity and impact of any use or development of land on the approaches to an airfield to be consistent with the status of the airfield.
  - Plan for areas around all airfields so:
    - Any new use or development that could prejudice the safety or efficiency of an airfield is precluded.
    - The detrimental effects of aircraft operations (such as noise) are taken into account in regulating and restricting the use and development of affected land.
    - Any new use or development that could prejudice future extensions to an existing airfield or aeronautical operations, in accordance with an approved strategy or master plan for that airfield, is precluded.

17.1

- **Clause 19 Infrastructure** outlines that:
  - Planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely.
  - Planning should ensure that the growth and redevelopment of settlements is planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including the setting aside of land for the construction of future transport routes.
  - Planning should minimise the impact of use and development on the operation of major infrastructure of national, state and regional significance, including communication networks and energy generation and distribution systems.
  - Planning authorities should consider the use of development and infrastructure contributions in the funding of infrastructure.
- **Clause 19.03-3S Integrated water management** seeks to sustainably manage water supply, water resources, wastewater, drainage and stormwater through an integrated water management approach.
- **Clause 19.03-5S Waste and resource recovery** seeks to reduce waste and maximise resource recovery so as to reduce reliance on landfills and minimise environmental, community amenity and public health impacts.

—

HANSEN PARTNERSHIP PTY LTD

Level 4 136 Exhibition St

Melbourne VIC 3000

P: 9654 8844

E: info@hansenpartnership.com.au

www.hansenpartnership.com.au

—

WYNDHAM CITY COUNCIL

PO Box 197

Werribee VIC 3030

P: 1300 023 411

E: mail@wyndham.vic.gov.au

www.wyndham.vic.gov.au

—

CITY OF GREATER GEELONG (GENERAL ENQUIRIES)

PO Box 104

Geelong VIC 3220

P: 5272 5272

E: contactus@geelongcity.vic.gov.au

www.geelongaustralia.com.au

Customer Service Centre

Wadawurrung Country

Wurriki Nyal

137-149 Mercer Street

Geelong VIC 3220 Australia

© City of Greater Geelong 2022

LATEST NEWS:

@CityofGreaterGeelong

@GreaterGeelong

@CityofGreaterGeelong

CityofGreaterGeelong

hansen

wyndham city
city. coast. country

CITY OF GREATER
GEELONG

THE CITY OF
GREATER GEELONG

COUNCIL RESPONSE: ACS CONSULTATION 2021-22

wyndhamcity

CITY OF GREATER GEELONG

OVERVIEW

The Avalon Corridor Strategy (ACS) is a strategic land use plan prepared by the City of Greater Geelong and Wyndham City Council, in collaboration with the Victorian Department of Environment, Land, Water and Planning (DELWP). It responds to *Plan Melbourne 2017-2050* policy directions, as well as similar policy objectives within the *G21 Regional Growth Plan* (2013) and Greater Geelong *Settlement Strategy* (2020).

The draft ACS was released for public comment from Wednesday 11 August to Tuesday 21 September 2021. The outcomes of this consultation were collated into *Community Consultation Report #2*, which identified a number of broad themes and key issues raised during the consultation period. A revised version of the ACS was subsequently shared with government agencies for comment between 14 April to 16 September 2022 for final review.

This document provides joint high-level responses from the City of Greater Geelong and Wyndham City Council to the key themes and issues raised during community and agency consultation. These responses are intended to highlight how general feedback has been considered and incorporated into the final ACS (where appropriate). For more detailed responses to specific feedback or comments submitted during the consultation period, please get in touch with the relevant Strategic Planning team.

THEME 1: GREEN BREAK

General support was noted for the green break to safeguard the Avalon Corridor from urban expansion and to protect cultural, landscape and biodiversity values. Some concerns were also noted with the green break and desires from some landowners to be able to develop and subdivide land north of the Princes Highway. The maintenance of a non-urban area between Geelong and Werribee is a key objective of the ACS and a policy direction of *Plan Melbourne 2017-2050*. As such, the concept and extent of the green break remains unchanged in the final ACS.

THEME 2: AGRICULTURAL LAND CAPABILITY

Challenges to farming in the Avalon Corridor area were noted, including access to water, flooding and drainage and loss of farming networks. Since the consultation period, the City of Greater Geelong has worked with Barwon Water to include the Avalon Corridor Integrated Water Management (IWM) Plan in the Barwon Region IWM Forum Strategic Directions Statement. The IWM Plan will be developed in collaboration with the Victorian Planning Authority (VPA) and Wadawurrung Traditional Owners Aboriginal Corporation and will consider opportunities to reuse excess stormwater and recycled water generated by the Greater Avalon Employment Precinct (GAEP) for agriculture and other beneficial uses for the region.

The City of Greater Geelong has also progressed work on Amendment C339 which seeks to give effect to the Lara Flood Study and introduce new Floodway Overlays. The final ACS includes reference to the *Rural Land Use Study (2007)* in the final ACS. This study notes the importance of protecting the ‘right to farm’ of local land owners by ensuring dwelling development and subdivision will not remove the land from agricultural use. As such, the conversion of Farming Zone land to Rural Living Zone or other residential zones is not supported. Opportunities for residential dwellings within the Farming Zone will continue to be assessed by the Statutory Planning team on a case-by-case basis, against the provisions of the zone and associated schedule. Concerns with weed management were further noted and are briefly mentioned in Section 11 (Environmental Analysis) of the final ACS. However, detailed considerations around weed management are beyond the scope of a high level land use strategy.

THEME 3: REGIONAL BIODIVERSITY

Strong support was noted for protection of biodiversity in the Avalon Corridor (and beyond), along with comments about the need to take an integrated approach to conservation to protect the wetlands and other ecosystems. Opportunities to rehabilitate the Little River Catchment and nationally important Werribee-Avalon wetlands will be investigated through the aforementioned Avalon Corridor IWM Plan. Retention of part of the former Cheetham Saltworks Site that forms part of the nationally important Werribee-Avalon wetlands will be considered through the structure planning process for the GAEP, being led by the VPA. The VPA will undertake standard consultation with affected landowners, interest groups and the broader community during development of this Structure Plan. The need to sensitively manage public access to environmentally significant areas has further been noted and reflected in the final ACS.

THEME 4: STATE SIGNIFICANT PROJECTS

Mixed views on the location and perceived impacts of a number of state significant projects were noted, including concerns about the proposed Bay West Port and Avalon Airport Rail Link. Section 16.2 (Other Work to be Undertaken) of the final ACS notes the need for relevant state government departments to urgently undertake further design and planning work for major infrastructure projects in the Avalon Corridor, including the need to assess potential buffer area requirements to protect high value biodiversity and ecosystems. The need to protect residents from increased traffic noise associated with freight and heavy vehicles was further noted and will be considered during detailed design of state significant projects and through planning for the GAEP and other Precinct Structure Plans (PSPs) in the Avalon Corridor. Installation of extensive barriers along the Princes Freeway is not supported due to the visual impact this would have on the landscape.

THEME 5: AVALON AIRPORT

The need to align planning processes at Avalon Airport with the GAEP were noted and the precinct boundary has been expanded to include Avalon Airport within the Structure Plan. This will allow for a more coordinated approach to transport and utility infrastructure upgrades. Concerns regarding the expansion of the airport and its impact on people, land values, biodiversity and the environment were also noted. Maintenance of the green break will help to minimise the impact of the airport on people and land values by reducing the number of properties and dwellings within present and future flight paths. Avalon Airport will undertake further consultation with the community on updates to the 2015 Master Plan and the proposed Australian Noise Exposure Concept (ANEC). Avalon Airport will also continue to work with the City of Greater Geelong in the identification and prevention of land uses within the vicinity of the airport that may cause hazardous wildlife attraction or activity across aircraft approach and departure paths. The airport is required to minimise the occurrence of bird strikes, in line with their Wildlife Hazard Management Program and obligations under Part 139 of the *Civil Aviation Safety Regulations (1998)*.

THEME 6: EMPLOYMENT & DEVELOPMENT

Conflicting views were noted around opportunities to expand the GAEP north of the Princess Freeway and the need to protect the green break. In November 2021, the Minister for Planning appointed the VPA to prepare a structure plan for the GAEP. As part of this process, the VPA assessed opportunities to expand the proposed extent of the GAEP against a set of criteria. While the VPA is still in the process of finalising the Structure Plan boundary, a decision was reached by the Geelong Projects Steering Committee (comprising representatives from local and state government) to include Avalon Airport within the precinct boundary but to exclude land north of Princes Freeway in order to avoid fragmentation.

Future opportunities associated with the possible Avalon Airport Rail Link will be explored, should this rail link proceed. The GAEP boundary and supporting text has been updated in the final ACS to reflect these decisions. As part of the Structure Plan process, the VPA will further define land uses within the precinct and will consider opportunities for development that is sensitive to the needs of the environment and existing residents in the area.

THEME 7: TRANSPORT

Community feedback on the importance of the Avalon Corridor for movement of people and goods between Melbourne and Geelong (and beyond) was noted. Additional information has been added to Section 3.1 (Strategic Land Use Studies) and Section 7 (Transport Analysis) of the final ACS. Section 16.2 also notes the need for further action to protect important transport infrastructure, such as the Princes Freeway and rail line between Geelong and Werribee, as well as the need for further investment into improved cycling paths

(i.e. Around the Bay Trail). Upgrades to roads near Avalon Airport and the GAEP, such as Avalon Road and Point Wilson Road, will be considered by the VPA and other relevant authorities as part of the Structure Plan process. Improved connections from Bellarine Peninsula and Surf Coast to Melbourne are generally supported, though are considered beyond the study area of the ACS.

THEME 8: TOWNSHIPS – LARA & LITTLE RIVER

Divided opinion was noted between allowing Lara and Little River to grow and maintaining the rural character of the two townships. Further residential development at Lara and Little River is not supported, beyond growth opportunities identified in the Lara Structure Plan (2011) and Lara West PSP (2013). Section 16.2 notes the need to work together to prepare a township plan for Little River and to formally establish a township settlement boundary to restrict further residential expansion. Overall objectives and strategies for Lara and Little River remain unchanged in the final ACS.

THEME 9: VISION & APPROACH

Support was noted for the collaborative approach between the City of Greater Geelong, Wyndham City Council and Wadawurrung Traditional Owners Aboriginal Corporation. This approach will continue into implementation of the ACS. A 'Vision Statement' has been added to the final ACS, which notes the need to protect areas of recognised environmental, landscape, heritage and cultural value.

THEME 10: QUARRIES & LANDFILL

The need to more clearly recognise existing and potential future quarries was noted, along with community concerns over the expansion of extractive industries within the Avalon Corridor. The final ACS identifies existing Work Authorities (WAs), as well as Extractive Industry Interest Areas (EIIAs) and Strategic Extractive Resource Areas (SERAs). Quarries within the Avalon Corridor are an important resource to service the needs of Melbourne and Geelong, particularly urban growth areas in Melbourne's west. Existing quarries are subject to regulations to manage impacts such as dust and noise. Further approvals would be required from state government to expand or develop new quarries in this area. Concerns were also noted regarding the impact of existing and potential quarries on land identified for development. Through relevant structure planning processes, Wyndham City Council and the City of Greater Geelong are working with the VPA and the Victorian Department of Jobs, Precincts and Regions to understand opportunities and challenges associated with quarries early in the planning process.

Community concerns related to potential ecological and amenity impacts from expansion of the Wyndham Refuse Disposal Facility (RDF) were noted. The RDF is an important asset for Wyndham and surrounding local government areas, as urban growth places additional demand on existing landfill sites. The RDF is actively managed and monitored in line with EPA requirements to minimise offsite impacts. This includes 'progressive fill and cover' techniques to reduce the amount of landfill exposed and therefore limit possible odour and other amenity issues.

THEME 11: TOURISM & CONNECTING EXPERIENCES

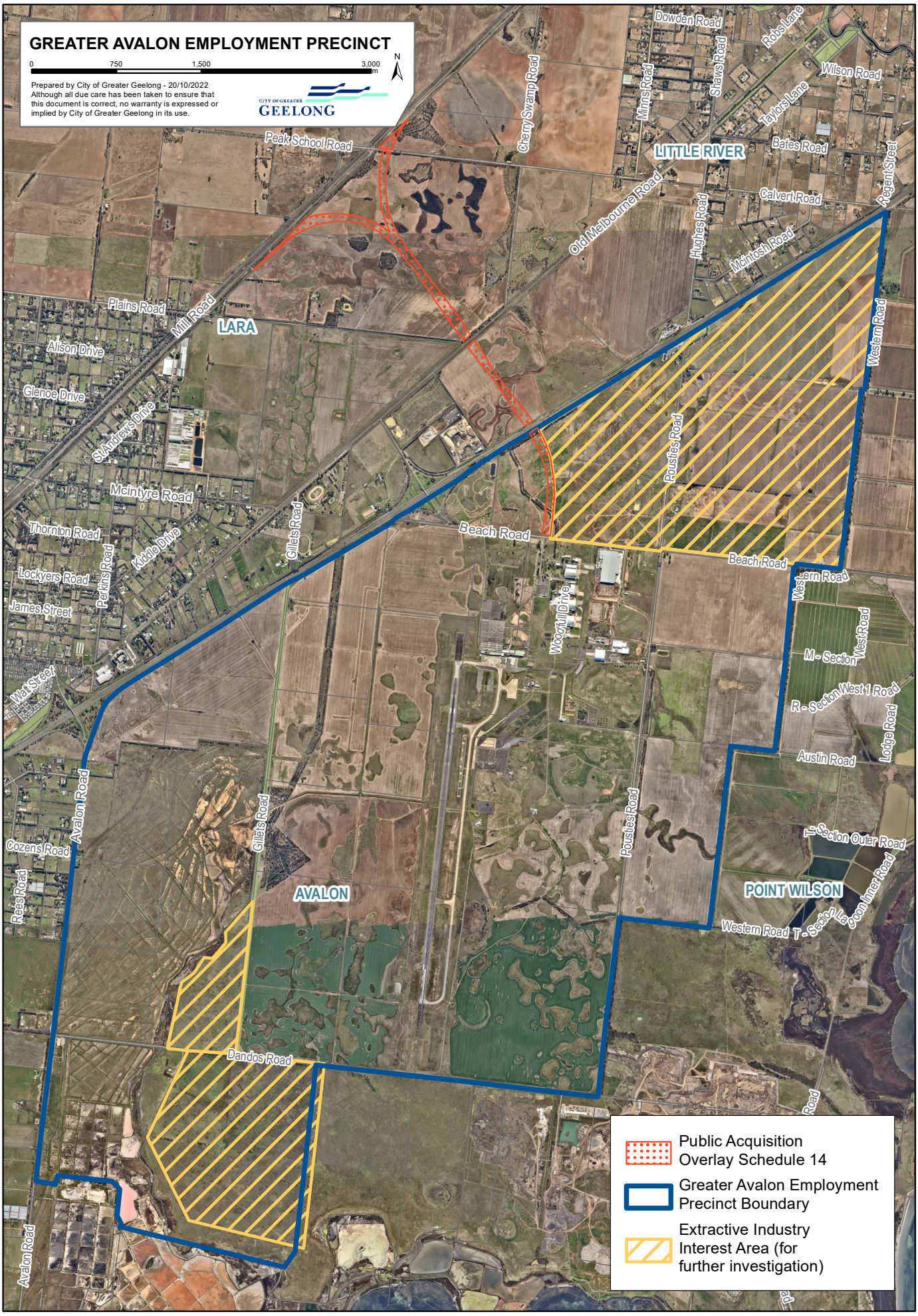
Potential conflicts between enabling tourism and protecting environmental values were noted during community consultation. Section 16.2 of the ACS notes further work is required to investigate investment and infrastructure needs for facilitating sustainable ecotourism activities such as fishing, birdwatching, water sports and bay trail rides. Opportunities for traditional place names will be further explored in consultation with Wadawurrung Traditional Owners.

THEME 12: AMENITY & CHARACTER

Mixed views on the expansion of the Significant Landscape Overlay for the Foothills of the You Yangs (SLO1) to further protect landscape values and view lines were noted. Further work on this matter is noted in Section 16.2. Should changes to SLO1 proceed, further consultation and engagement with affected landowners would be required. In addition to considerations of Wadawurrung cultural heritage and values, discussion on post-contact heritage has been added to Section 9 (Cultural Values & Heritage Analysis). The presence of weeds and pest plants is noted in Section 11 (Environmental Analysis) of the final ACS, though is considered beyond the scope of a high-level land use framework plan to address.

RESPONSE: AGENCY FEEDBACK

Detailed comments received via the Whole of Victorian Government response and from other non-Victorian Government departments and agencies between April to September 2022 were noted. The ACS was updated to further recognise requirements under the Melbourne Strategic Assessment (MSA) and Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar Site Management Plan. It is noted that these requirements exist independently of the ACS and are not superseded or diminished by the high-level land use Framework Plan. Additional text and mapping have been added to highlight the impacts of climate change on flooding and sea level rise within the Avalon Corridor and to strengthen the recognition of waterway corridors and coasts as areas of sensitive biodiversity and landscape values. The Framework Plan within the final ACS has been updated to reflect the preferred GAEP boundary, in line with early strategic planning work for the precinct undertaken by the VPA. The Framework Plan clearly identifies areas that are potentially suitable for development and land use change (subject to further investigation) such as the GAEP and other prospective PSPs, versus areas that should be retained as part of the green break. Further updates to the final ACS include the addition of mapping to recognise EIIAs and addition of text to reflect recent changes to planning policy that affect Avalon Airport, including Amendment VC218.


GREATER AVALON EMPLOYMENT PRECINCT
0 750 1,500 3,000 m
N
Prepared by City of Greater Geelong - 20/10/2022
Although all due care has been taken to ensure that this document is correct, no warranty is expressed or implied by City of Greater Geelong in its use.
CITY OF GREATER GEELONG
Dowden Road
Robs Lane
Wilson Road
Minns Road
Shaws Road
Taylors Lane
Cherry Swamp Road
Peak School Road
LITTLE RIVER
Bates Road
Regent Street
Old Melbourne Road
Calvert Road
Hughes Road
McIntosh Road
Plains Road
Mill Road
LARA
Alison Drive
Glenoe Drive
St Andrews Drive
McIntyre Road
Thornton Road
Kiddle Drive
Perkins Road
Lockyers Road
James Street
Gillets Road
Beach Road
Pousties Road
Western Road
Woodhill Drive
M - Section West Road
R - Section West 1 Road
Lodge Road
Austin Road
Wall Street
Avalon Road
Cozens Road
Rees Road
AVALON
Dandos Road
POINT WILSON
Western Road
T - Section Lagoon Inner Road
Public Acquisition Overlay Schedule 14
Greater Avalon Employment Precinct Boundary
Extractive Industry Interest Area (for further investigation)

2.4. Precinct Structure Planning Program

Source: **City Planning & Economy**
Director: **Gareth Smith**

Cr Kontelj declared a Conflict of Interest in Agenda Item 2.4 Precinct Structure Planning Program, in that two shareholders/land owners/developers (Alcoa and ABRI) are customers of the company of which Cr Kontelj is a Director and left the meeting room prior to discussion at 7.37pm.

Purpose

1. To endorse the precinct structure planning (PSP) program for 2023/24 and the forward PSP program for the Northern and Western Geelong Growth Areas.

Background

2. The City's planning framework provides around 22 years of residential land identified under the aspirational growth scenario of a 2.5 per cent growth rate.

3. The Settlement Strategy calls for the managed release of greenfield development areas to ensure an adequate supply of zoned land is maintained. This approach is consistent with the current growth area planning across Victoria and will allow the City to manage the impacts of growth.

Key Matters

4. Landowners and developers within the medium-term precincts in NWGGA and future residential land in the Moolap Coastal Strategic Framework Plan were invited to submit proposals to bring precinct structure plans onto the program of work.

5. The assessment of proposals was guided by the Settlement Strategy and the Greater Geelong Planning Scheme. This included transport infrastructure, planning for community facilities, utility servicing, the ability to develop in accordance with the aspirations of the Northern and Western Geelong Growth Areas Framework Plan, land supply and the views of state agencies.

6. To maintain land supply, the preparation of three PSPs in 2023/24 is recommended - Batesford South PSP, Elcho Road West PSP and Heales Road West PSP.

7. The McCanns Lane PSP and Merrawarp PSP are recommended to come on to the program in 2025/26. These additional PSPs should commence in 2025 subject to resolution of:

    7.1. A funding pathway for the north-south and east-west arterial and public transport connections; and

    7.2. Concept design and costing for the major transport infrastructure being prepared (Batesford South bridges and Church Street connection).

8. Amend the boundary of the McCanns Lane PSP to include land south of the future arterial road.

9. Attachment 1 provides the details and maps for the 2023/24 PSP program and the forward PSP program.

10. The City will continue to lead the preparation of the PSPs and third-party agreements with developers that will include funding of technical reports and resourcing required.

ORIGINAL RECOMMENDATION

Cr Harwood moved, Cr Mason seconded -

That Council:

1. **Endorse the preparation of the Batesford North, Heales Road West and Elcho Road West Precinct Structure Plans in 2023/24 by the City;**
2. **Note that officers will commence third party agreement negotiations in early 2023; and**
3. **Endorse the preparation of the McCanns Lane and Merrawarp Precinct Structure Plans in 2025/26 subject to:**
   - **3.1 A funding pathway for the north-south and east-west arterial and public transport connections; and**
   - **3.2 Concept design and costing for the major transport infrastructure being prepared (Batesford South bridges and Church Street connection).**

AMENDMENT

Cr Aitken moved, Cr Asher seconded -

That Council:

1. **Endorse the preparation of the Batesford North, Heales Road West and Elcho Road West Precinct Structure Plans in 2023/24 by the City;**
2. **Note that officers will commence third party agreement negotiations in early 2023; and**
3. **Endorse the preparation of the McCanns Lane and Merrawarp Precinct Structure Plans in 2025/26 subject to:**
   - **3.1 A funding pathway for the north-south and east-west arterial and public transport connections; and**
   - **3.2 Concept design and costing for the major transport infrastructure being prepared (Batesford South bridges and Church Street connection).**
4. **Requests six monthly updates and an annual report to Council on the progress of the Precinct Structure Plans and communicated timelines;**
5. **Requests the Chief Executive Officer to provide advice to Council on:**
   - **5.1 The long term infrastructure demands, approach to facilitate the timely and coordinated delivery of infrastructure, especially public transport and strategies to minimise the project management and financial risks to Council for the rollout of the growth areas;**
   - **5.2 The role of Federal and State Government and other parties in providing funding, and designing and supporting advocacy strategies to see the timely and efficient delivery of the essential infrastructure and public transport for the growth areas; and**
   - **5.3 Elevating and considering whether future precinct Structure Plans should be delivered by the City and/or the Victorian Planning Authority.**

RESOLUTION - Item 2.4

Cr Aitken moved, Cr Harwood seconded -

That Council:

1. **Endorse the preparation of the Batesford North, Heales Road West and Elcho Road West Precinct Structure Plans in 2023/24 by the City;**
2. **Note that officers will commence third party agreement negotiations in early 2023; and**
3. **Endorse the preparation of the McCanns Lane and Merrawarp Precinct Structure Plans in 2025/26 subject to:**
   - **3.1 A funding pathway for the north-south and east-west arterial and public transport connections; and**
   - **3.2 Concept design and costing for the major transport infrastructure being prepared (Batesford South bridges and Church Street connection).**
4. **Requests six monthly updates and an annual report to Council on the progress of the Precinct Structure Plans and communicated timelines;**
5. **Requests the Chief Executive Officer to provide advice to Council on:**
   - **5.1 The long term infrastructure demands, approach to facilitate the timely and coordinated delivery of infrastructure, especially public transport and strategies to minimise the project management and financial risks to Council for the rollout of the growth areas;**
   - **5.2 The role of Federal and State Government and other parties in providing funding, and designing and supporting advocacy strategies to see the timely and efficient delivery of the essential infrastructure and public transport for the growth areas; and**
   - **5.3 Elevating and considering whether future precinct Structure Plans should be delivered by the City and/or the Victorian Planning Authority.**

Carried

Financial Sustainability

11. Third party funding agreements will be in place to fund technical reports and additional resources. Existing resources will be utilised for the development of the precinct structure plans.

12. The precinct structure plans will proceed to a planning scheme amendment process that will likely incur costs for legal representation and expert witnesses.

13. Costs of upgrading infrastructure that is not included in development contributions plans will be identified through the preparation of the precinct structure plans.

Community Engagement

14. The recommendations are informed by two stages of engagement. Letters were sent out to all medium-term landowners in the NWGGA and Moolap inviting them to submit proposals responding to the Settlement Strategy selection criteria and the NWGGA Framework Plan vision and aspirations in early May 2022.

15. Following the evaluation of these submissions against the selection criteria, the City held pitching sessions in late July 2020, wherein the shortlisted parties were given the opportunity to present their vision, innovations and delivery plans to a panel of council officers.

16. State government agencies were consulted as part of the process. Information on future strategic plans and infrastructure staging was received from agencies.

Social Equity and Sustainability

17. The preparation of the precinct structure plans will address social equity and sustainability considerations in accordance with council policy and the Greater Geelong Planning Scheme.

Relevant Law/Policy/Legal Implications

18. The City's 2020 Settlement Strategy recognises the need to develop greenfield housing supply to support population growth. The Settlement Strategy recommended strategic and logical sequencing of the precincts in NWGGA.

19. The NWGGA Framework Plan was adopted by Council in August 2020 and was gazetted in May 2021. The Framework Plan sets the guidance on the delivery of the PSPs in the Northern and Western Growth Areas.

20. The Moolap Coastal Framework Plan was released in 2019 and is in the Geelong Planning Scheme Planning Policy Framework.

Alignment to Community Plan and Vision

21. This report aligns with Our Community Plan 2021-2025 strategic priority:
    Sustainable growth and environment.
    A prosperous economy that supports jobs and education opportunities.
    An inclusive, diverse, healthy and socially connected community.

22. 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

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

Risk Assessment

24. If Council does not bring on additional land supply via the precinct structure planning program, there will be insufficient housing supply available to meet forecast growth.

25. Resources to commence development of the PSP will need to be in place in mid-2023.

Environmental Sustainability

26. The NWGGA Framework plan includes actions on environmental sustainability and the PSPs will be including Environmentally Sustainable Design Guidelines.

Attachments

1. Residential Precinct Planning Program 24 11 2022 [**2.4.1** - 18 pages]

THE CITY OF
GREATER GEELONG

RESIDENTIAL PRECINCT STRUCTURE PLAN PROGRAM

CITY OF GREATER GEELONG

INTRODUCTION

The decision on which PSPs are to commence next needs to be made by the end of 2022 to meet Geelong's land supply demand. This will enable the roll out of an ongoing program of work following the initial PSPs heading into the planning scheme amendment stage. Bringing on additional PSPs in a staged manner will allow for effective transition of resources to commence new PSPs.

BACKGROUND

To maintain required lot supply and accommodate a growth rate of 2.5 per cent, the City needs to develop a program on the next set of PSPs to commence in mid-2023. The release of these lots should be carefully managed along with managing the resulting infrastructure delivery and regulatory approvals.

The City's adopted Settlement Strategy and the state policies in the Greater Geelong Planning Scheme provide guidance and criteria on assessment of the direction of growth. Clause 11.02-2L of the Greater Geelong Planning Scheme provides guidance on the release of this major growth front.

The strategies are:

- *Ensure Precinct Structure Plans are generally in accordance with the Northern and Western Geelong Growth Areas Framework Plan map forming part of this clause.*
- *Support development that is sequenced generally in accordance with the Development Sequencing Northern Geelong Growth Area Map or the Development Sequencing Western Geelong Growth Area Map forming part of this clause.*

An assessment against criteria related to sustainable community design and development trends and financial implications were undertaken in parallel with landholder consultation.

LAND SUPPLY

To achieve at least 10 years land supply by 2025, there is a need for more than one PSP to be included in the PSP Program 2023. If done sequentially, one PSP would only deliver approximately 3800 to 4000 dwellings as anticipated in the NWGGA Framework Plan. This would not deliver enough supply to accommodate the City's current targets.

Commencing three PSPs in 2023 would take the City's land supply to approximately 13 years in 2025.

Year	2022	2023	2024	2025	2026	2027	2028	2029	2030
Lots	22,066	18,579	28,734	42,190	39,434	43,421	40,514	37,529	52,573
Years Supply	**7.5**	**6.5**	**9.5**	**13.0**	**12.0**	**13.0**	**12.0**	**10.5**	**14.0**

SUBMISSIONS SUMMARY

As part of this process, the City sent letters to all medium-term precinct landholders in NWGGA and Moolap inviting them to submit proposals responding to the Settlement Strategy selection criteria and the NWGGA Framework Plan vision and aspirations.

The Table below shows an overview of the submissions received.

	submissions	shortlisted
Total submissions received	18	12
Submissions in WGGA	11	8
Submissions in NGGA	4	3
Submissions in Moolap	1	1
Submissions outside NWGGA and Moolap	2	0
NWGGA Overview		
WGGA		
medium term precincts	8	7
long term precincts	3	1
NGGA		
medium term precincts	3	3
long term precincts	1	0
Moolap Overview		
Point Henry	1	1

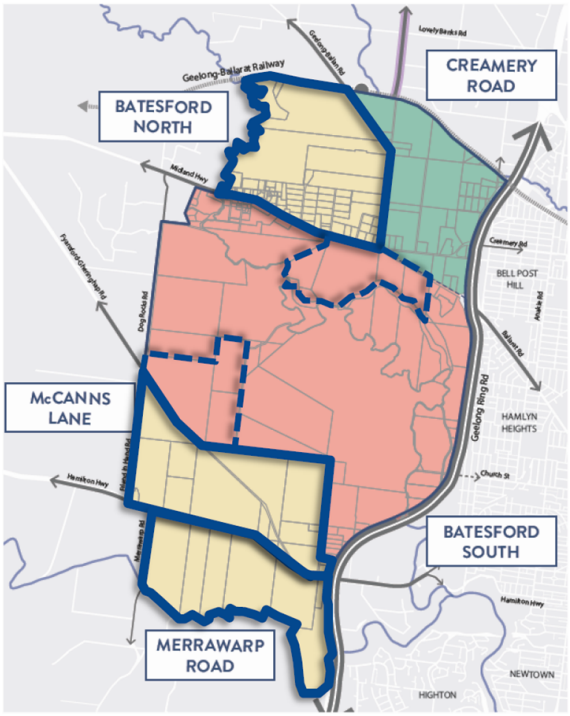
Following the evaluation of these submissions against the selection criteria, the City organised pitching sessions wherein the shortlisted landholders were given the opportunity to present their vision, innovations and delivery plans to a panel of council officers.

The City evaluated the landholder's vision and ideas against the existing natural conditions and the Clever and Creative aspirations of the City.

ASSESSMENT

The Settlement Strategy and Planning Scheme strategies have informed the consultative process undertaken and assessment of the proposals. The outcomes of the assessment are expressed as opportunities and constraints for each PSP. Developer submissions have been considered in the assessment of each PSP.

WESTERN GEELONG GROWTH AREAS (WGGA)



Submissions in WGGA include:

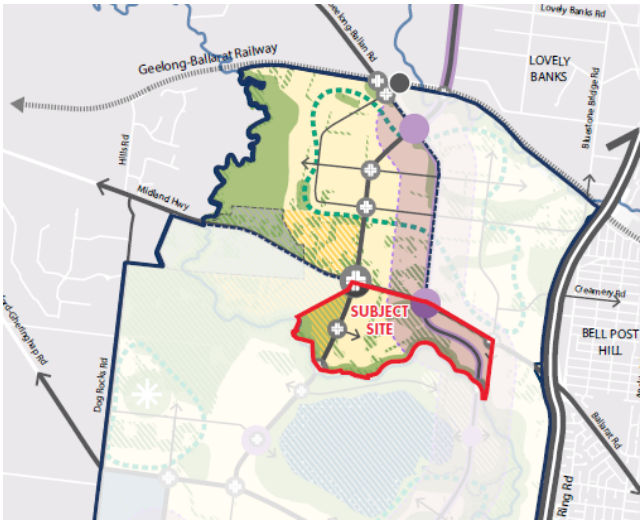
1. Batesford North
2. McCanns Lane
3. Merrawarp Road
4. Batesford South (355 – 370 Church Street and 70 & 80 Thoona Lane)
5. Batesford South – as extensions to McCanns Lane and Batesford North

Before considering which PSP should come onto the program in 2023 the boundary changes sought were considered.

Boundary changes

Extension of Batesford North

PSP AREA	134 HA
YIELD ESTIMATE	1,328 DWELLINGS
POPULATION ESTIMATE	3,719 RESIDENTS



OPPORTUNITIES	CONSTRAINTS
• Gentle topography that can offer diverse housing and infrastructure product. • Create a bigger catchment for Batesford North for the provision of commercial and community infrastructure.	• Isolation of the community as it is separated from the Batesford North precinct by Midland Highway and will have no commercial or community infrastructure. • An isolated part of the Moorabool River to be considered. A master plan of the Moorabool River in its current alignment is premature without consideration of the land to the south. • Infrastructure design and costing for Batesford South bridges would be required. No funding secured for north south bridges. • Will reduce the developable land in Batesford South PSP.

This extension is not supported to be included in the Batesford North PSP.

Extension to McCanns Lane

PSP AREA	155 HA
YIELD ESTIMATE	1,614 DWELLINGS
POPULATION ESTIMATE	4,519 RESIDENTS



OPPORTUNITIES	CONSTRAINTS
• Bigger catchment for the McCanns Lane PSP for commercial and community infrastructure. • Ability to plan the employment area as one rather than two precincts. • Can align PSP boundary with drainage catchment	• Opening of another development front that is not contiguous with earlier commenced PSP. • Identification of the drainage asset and its catchment is required. • Main access to the precinct is from Hamilton Highway. Work on the Church Street bridge feasibility and east west traffic solution needs a significant amount of time to progress. • No funding pathway for the north-south and east-west arterial and public transport connections at this time. • Will reduce the developable land in Batesford South PSP.

Upon reviewing the proposed extension, it is considered that a more logical boundary is the proposed future alignment of the arterial road in Batesford South. This will still provide the opportunity to plan the employment land as one and not impacting on the future catchment of the activity centre. At commencement of the PSP, the final boundary will be determined, having regard for drainage catchments.

Support an amendment to the McCann's Lane Precinct boundary generally accordance with Figure 1.

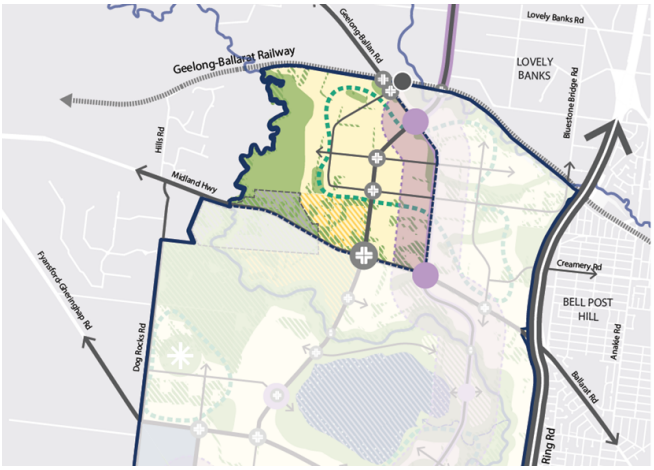


Figure 1 Amendment to McCanns Lane Precinct

Precinct structure plans

Batesford North

PSP AREA	430 HA
NON-DEVELOPABLE AREA	99 HA
NON-DEVELOPABLE AREA PERCENTAGE	23%
YIELD ESTIMATE	3,799 DWELLINGS
POPULATION ESTIMATE	10,638 RESIDENTS



OPPORTUNITIES

- Batesford North PSP sits to the west of Creamery Road PSP that is currently underway. Development of Batesford North PSP would result in an orderly planning of the precincts heading west. Services can be continued from adjacent Creamery Road PSP.
- Batesford North presents an opportunity to extend the Clever and Creative Corridor from Creamery Road and is advantageous from an access and connectivity perspective.
- Initial planning for the duplication of the Midland Highway is underway.
- The ability to develop the Moorabool River Master Plan with Golden Plains Shire to achieve a good and consistent outcome for the communities in both areas.
- Possibility to bring a government secondary school and indoor stadium in the precinct.
- Landholders in this precinct have given commitment to deliver a master planned community with sufficient scale and are willing to explore a wide variety of innovations and sustainability measures with the City during the preparation of the precinct structure plan.

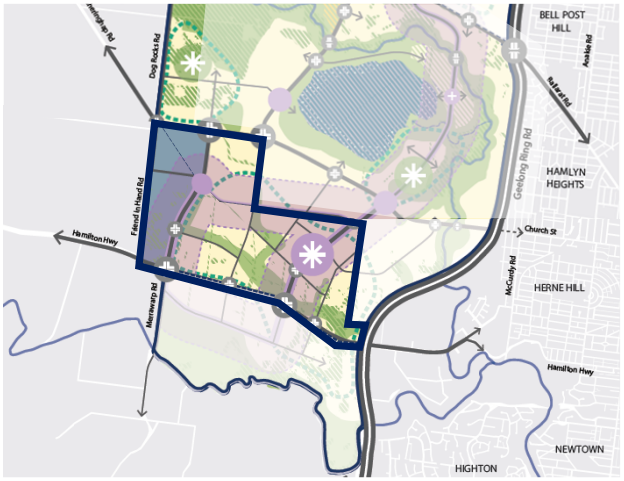
CONSTRAINTS

- A large area of the escarpment to the western boundary of the precinct creates some constraints in land use planning.
- No commitment for a station on the Geelong-Ballan Railway.

The precinct presents significant opportunities. This precinct is supported to be included in the PSP Program in 2023.

McCanns Lane with extension

PSP AREA	**460 HA**
YIELD ESTIMATE	**3,668 DWELLINGS**
POPULATION ESTIMATE	**10,271 RESIDENTS**



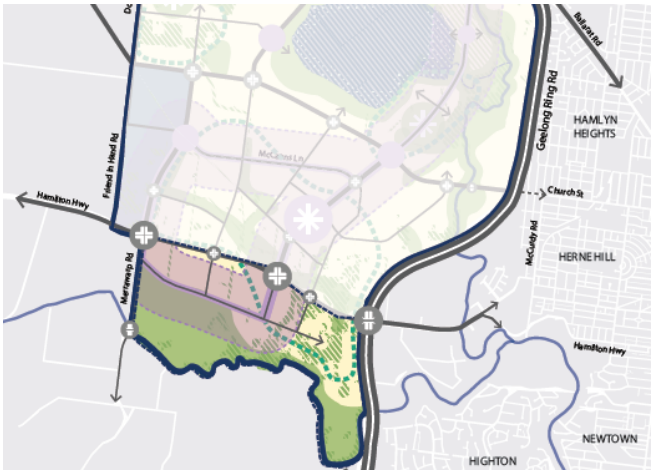
OPPORTUNITIES	CONSTRAINTS
• PSP includes a variety of land uses including an employment area and a sub-regional activity centre. • Establishment of the Clever and Creative corridor in the south. • Landholder led initial technical reports for the precinct are available. • Landholders in this area have provided support to the Clever and Creative Vision of the City to explore innovations with the City during the preparation of the PSP.	• Opening of another development front that is not contiguous with earlier commenced PSP. • Main access to the precinct is from Hamilton Highway. Work on the Church Street bridge feasibility and east west traffic solution needs a significant amount of time to progress. • No funding pathway for the north-south and east-west arterial and public transport connections at this time.

This precinct is supported to be included in the PSP Program in 2025/26 subject to:

1. A funding pathway for the north-south and east-west arterial and public transport connections.
2. Concept design and costing for the major transport infrastructure being prepared (North south bridges and Church Street connection).

Merrawarp PSP

PSP AREA	375 HA
NON-DEVELOPABLE AREA	194 HA
NON-DEVELOPABLE AREA PERCENTAGE	52%
YIELD ESTIMATE	2,306 DWELLINGS
POPULATION ESTIMATE	6,456 RESIDENTS



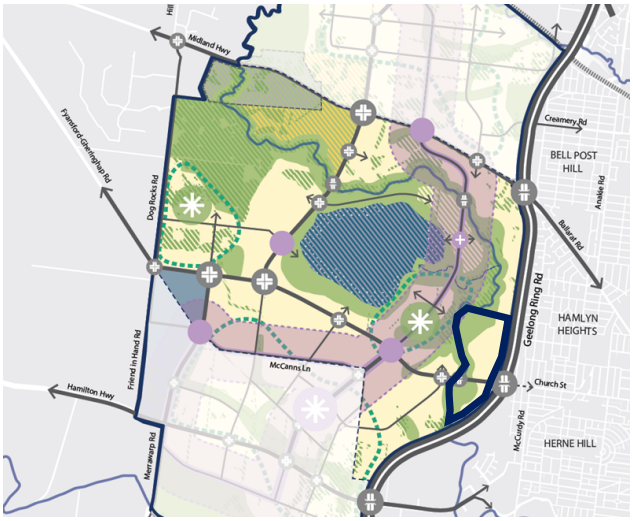
OPPORTUNITIES	CONSTRAINTS
• Relatively small with a majority of residential land use. • Landholders in this area are willing to explore opportunities in innovation and diversity of housing typologies with the City. • Commencement of a master plan for the Barwon River and educational facility.	• Main access to the precinct is from Hamilton Highway. Work on the Church Street bridge feasibility and east west traffic solution needs a significant amount of time to progress. • No funding pathway for the north-south and east-west arterial and public transport connections at this time. • The PSP does not include commercial or community infrastructure and will need to depend on the Herne Hill and Geelong West communities until McCanns Lane is developed. • Scale of the PSP is relatively small for commercial, educational and community infrastructure.

This precinct is supported to be included in the 2025/26 PSP Program subject to:

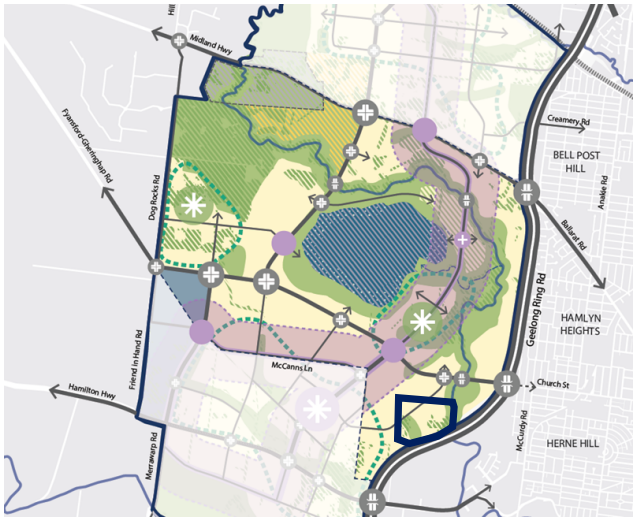
1. A funding pathway for the north-south and east-west arterial and public transport connections.
2. Concept design and costing for the major transport infrastructure being prepared (North south bridges and Church Street connection).

Other submissions

There have also been submissions for 355-370 Church Street and 70 & 80 Thoona Lane for Batesford South, which is identified as a long-term precinct. These properties are standalone and do not have any connection to the medium-term precincts in consideration. It is not recommended to include them in the PSP Program. It will be included in the planning of Batesford South.



355-370 Church Street, Fyansford

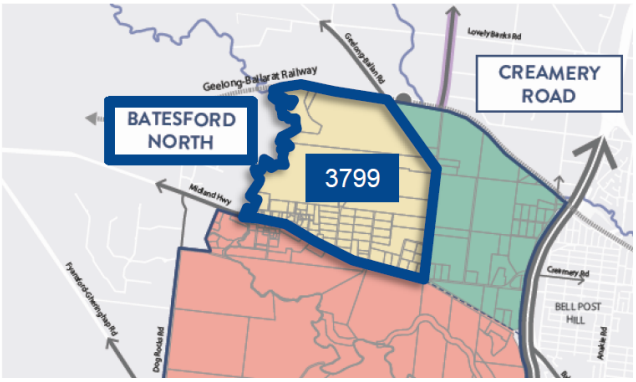


70 & 80 Thoona Lane, Fyansford

Recommendations

Include Batesford North in the 2023/24 Program

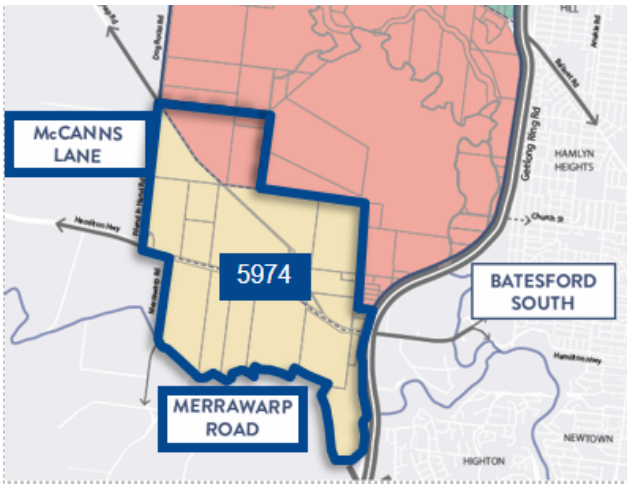
PSP AREA	430 HA
NON-DEVELOPABLE AREA	99 HA
NON-DEVELOPABLE AREA PERCENTAGE	23%
YIELD ESTIMATE	3,799 DWELLINGS
POPULATION ESTIMATE	10,638 RESIDENTS



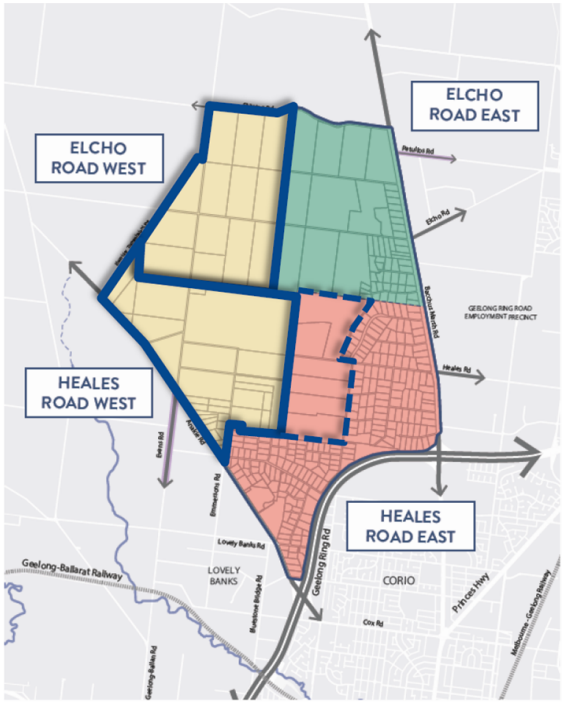
Include McCanns Lane and Merrawarp in the 2024/25 Program with an adjustment to the precinct boundary as shown in Figure 1. Commencing development in this precinct is subject to:

- A funding pathway for the north-south and east-west arterial and public transport connections.
- Concept design and costing for the major transport infrastructure being prepared (north south bridges and Church Street connection).

PSP AREA	835 HA
NON-DEVELOPABLE AREA	272 HA
NON-DEVELOPABLE AREA PERCENTAGE	32%
YIELD ESTIMATE	5,974 DWELLINGS
POPULATION ESTIMATE	16,727 RESIDENTS



NORTHERN GEELONG GROWTH AREAS (NGGA)



Submissions in NGGA include:

1. Elcho Road West
2. Heales Road West
3. Heales Road East – 345 Bacchus Marsh Road
4. Heales Road West – 980 Anakie Road
5. Boundary change to Heales Road West

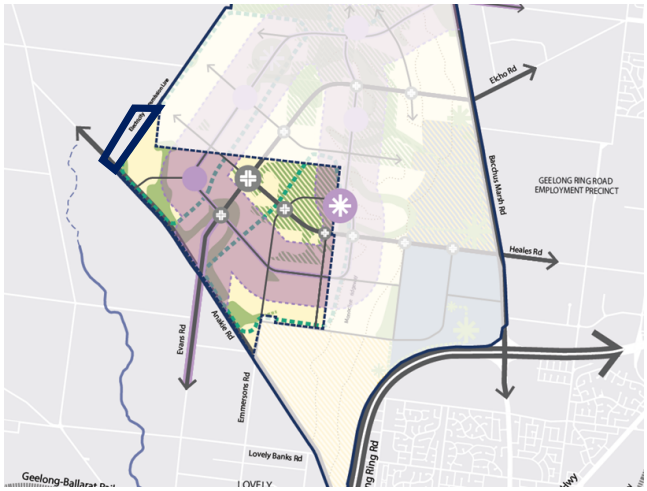
Boundary changes

Heales Road West

The extension to the boundary encroaching on Heales Road East has been considered and is not supported. The proposed extension is a significant decrease to the net developable area of Heales Road East. The precinct is comprised of fragmented land holdings and will likely take time to develop without an active landholder. Adjustments to the boundary will be considered to ensure a good planning outcome for the Clever and Creative Corridor and activity centre.

980 Anakie Road, Lovely Banks

980 Anakie Road is on the western boundary of Heales Road West and is mostly zoned Farm Zone. Proposals considered are land that is already zoned for urban growth. There will be no rezoning as part of this process.



Precinct structure plans

Elcho Road West

PSP AREA	437 HA
NON-DEVELOPABLE AREA	127 HA
NON-DEVELOPABLE AREA PERCENTAGE	29%
YIELD ESTIMATE	3,939 DWELLINGS
POPULATION ESTIMATE	11,031 RESIDENTS

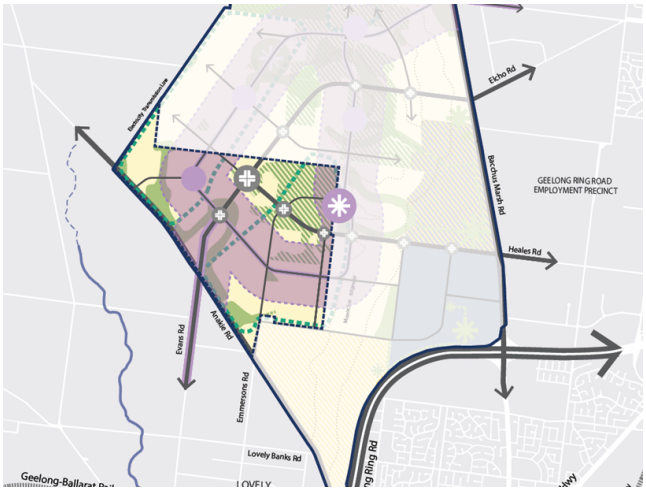


OPPORTUNITIES	CONSTRAINTS
• Logical continuation of development from the Elcho Road East PSP. • Services and infrastructure can be continued from the Elcho Road East PSP. • Ability to deliver biodiversity outcomes for the Northern Geelong Growth Areas. • Developers are committed to work with the City to achieve the actions in the Framework Plan.	• The Lara Energetic Materials Manufacturing Plant requires a buffer that covers part of the PSP. • Upgraded intersections will be to the east rather than west on Anakie Road, may lead to increase use of Anakie Road ahead of upgrades.

The precinct presents significant opportunities. This precinct is supported to be included in the PSP Program in 2023.

Heales Road West

PSP AREA	467 HA
NON-DEVELOPABLE AREA	61 HA
NON-DEVELOPABLE AREA PERCENTAGE	13%
YIELD ESTIMATE	5,174 DWELLINGS
POPULATION ESTIMATE	14,488 RESIDENTS



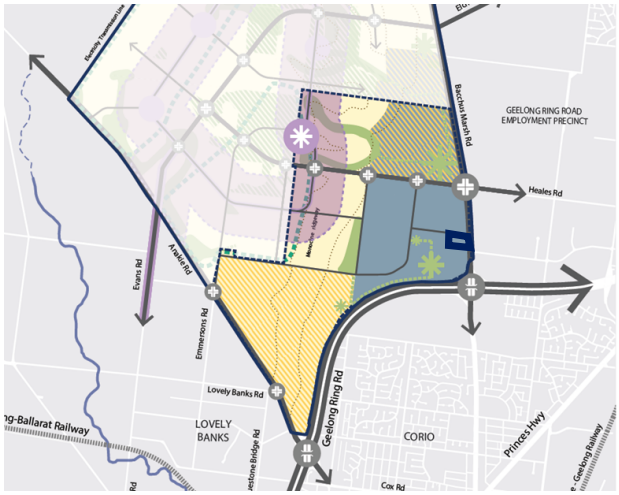
OPPORTUNITIES	CONSTRAINTS
• Significant scale and size precinct. • Can create access from Elcho Road East and Heales Road West through to Anakie Road. • Developers are committed to work with the City to achieve the actions in the Framework Plan.	• Not connected to Elcho Road East which can potentially provide community and commercial services support. • No connection to the Clever and Creative Corridor from Elcho Road East PSP.

This precinct is not supported to be included in the PSP Program in 2023 on its own.

Other submissions

345 Bacchus Marsh Road is in Heales Road East which is a long-term precinct. These properties are standalone and do not have any connection to the medium-term precincts in consideration. It is not recommended to include them in the PSP Program. It will be included in the planning of Heales Road West.

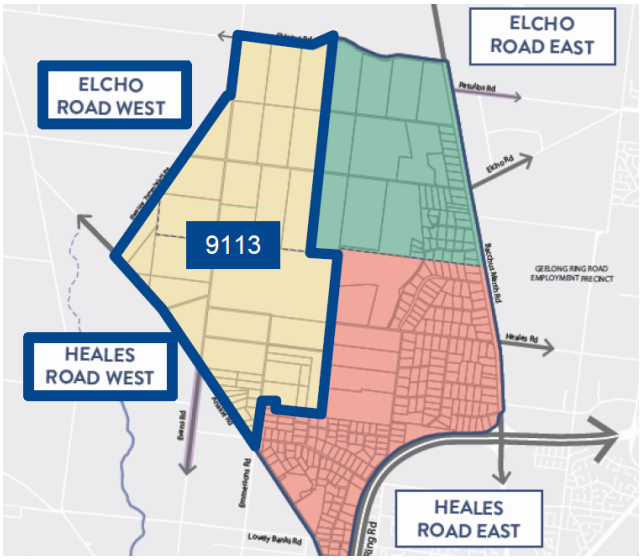
345 Bacchus Marsh Road, Lara



Recommendation

Include Elcho Road West and Heales Road West as a single PSP in the PSP Program 2023

PSP AREA	904 HA
NON-DEVELOPABLE AREA	188 HA
NON-DEVELOPABLE AREA PERCENTAGE	21%
YIELD ESTIMATE	9,113 DWELLINGS
POPULATION ESTIMATE	25,519 RESIDENTS

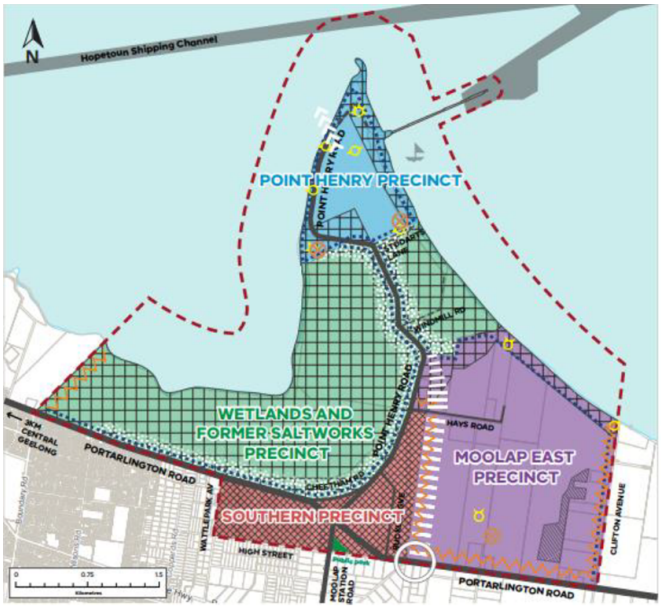


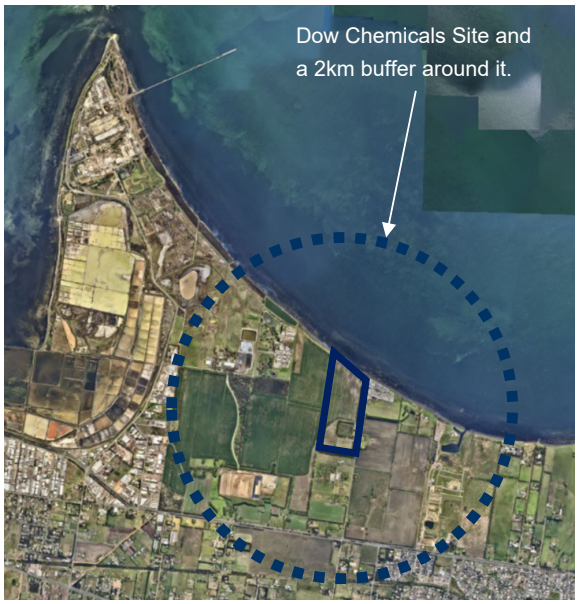
In addition to the opportunities and constraints identified above combining these PSPs delivers:

- Optimises the PSP preparation process, efficiently manage the funding and delivery of key infrastructure by means of having common large landholders across both PSPs.
- Ability to deliver biodiversity outcomes for both precincts.
- Catchment increases to 9,113 dwellings which will allow for more community infrastructure, transport infrastructure and commercial services.
- Land supply target to be achieved by 2025 with combined precincts anticipated dwellings to become 9,113.
- Ability to develop integrated and contiguous communities.
- Developers are committed to work with the City to achieve the actions in the Framework Plan.

A combined PSP delivers a larger PSP and additional development fronts than anticipated by the Framework Plan. The PSP preparation process will ensure that the appropriate timing and staging is addressed. The larger PSP is comparable to other PSPs delivered across the state.

MOOLAP COASTAL FRAMEWORK





The residential areas nominated within the Moolap Coastal Strategic Framework Plan is in the Point Henry Precinct and the Moolap East Precinct. Although this area has a unique location and the landholders are more than willing to facilitate development, there is still the requirement of a 2km buffer from Dow Chemicals that will prohibit the full development of the area. As shown in the map above, at this point only the area outside the buffer can be developed as residential and will not contribute significantly to Geelong's land supply.

This precinct is not recommended to be included in the PSP Program at this time.

AGENCY CONSULTATION

The City consulted with relevant government agencies through the process. These include DELWP, VPA, Barwon Water, DoT, CCMA and Golden Plains Shire Council. All agencies are largely supportive of our recommendations. VPA and DoT have not provided written advice but discussions have been had as part of the consultation. Golden Plains Shire and CCMA are supportive as they are looking to prioritise the Moorabool River master plan work.

A few key concerns raised by them are listed below.

- DoT – forward planning for transport infrastructure.
- Barwon Water – PSP Program is in line with servicing timing.
- CCMA – resourcing and strategic timeline implications and the impact on the Moorabool River. The timing of the Batesford North PSP scheduled to begin in June 2023 will come after the development of the Kitjarra-dja-bul Bullarto langi-ut Master Plan and likely after the master plan for the Moorabool River Reserve at Batesford. Engagement will be required during the Batesford North PSP planning.

THIRD PARTY FUNDING AGREEMENTS

These PSPs to be funded by third party agreements with landholders to include technical reports, resourcing, amendment fees, advisory committee fees, preparation of the PSP and DCP and legal expenses.

ROLE OF THE CITY IN PREPARATION OF THE PSPs

The City is currently delivering three PSPs: Creamery Road, Elcho Road East and Marshall PSP. The City has the opportunity to provide detailed guidance for the design and development of Geelong's new neighbourhoods.

The NWGGA Framework Plan actions include new elements in a PSP that have not been tested in any other PSP including those that the VPA prepared. Some of these are: zero carbon development, social housing contributions and the Clever and Creative Corridor. The City has also embarked on growth area scale strategies that will be implemented via the PSPs in NWGGA including an Integrated Management Plan, Geelong Growth Areas Transport Infrastructure Strategy and Part 10 approvals with a Strategic Impact Assessment and Plan. All of these strategies are in response to the adopted NWGGA Framework Plan actions.

As the City progresses with the Creamery Road and Elcho Road East PSPs, the City has built a team with significant local knowledge and experience to lead the planning of the growth areas. Officers are also working with the VPA in delivering the first two PSPs and will continue to do so for the PSPs to follow. It is important that the City maintains its leadership role, knowledge base and the ability to engage with Councillors and stakeholders at an early stage of the delivery of a PSP.

On 28 October 2022, the Hon Lizzie Blandthorn MP, Minister for Planning, advised the City of her support for the council's request for a streamlined planning approval pathway for the implementation of the NWGGA Framework Plan, including the appointment of a NWGGA Standing Advisory Committee to assist in the consideration of proposed draft planning scheme amendments, proposed draft PSPs, public submissions, and other referred related planning matters. This streamlined planning process involves the Minister for Planning undertaking the formal 'Planning Authority' role to prepare, adopt and approve the final planning scheme amendments and PSPs. However, the City maintains overall responsibility in the initial preparation of the PSPs, and the coordinated delivery of PSPs.

SUMMARY OF RECOMMENDATIONS

The proposals have been assessed against the criteria in the Settlement Strategy and planning scheme. It was also important to look at the nuances of each precinct and include the consideration of more specific elements such as movement and access, catchments for infrastructure and the ability to deliver land supply in a timely manner.

To achieve at least 10 years land supply, more than one PSP was considered to commence in 2023. This can be achieved by commencing Batesford North, Elcho Road West and Heales Road West which will deliver approximately 12,900 dwellings. Batesford North is the logical next PSP in the Western Growth Area and there are efficiencies in planning Elcho Road West and Heales Road West as one.

The McCanns Lane PSP with a change to the boundary and Merrawarp should commence in 2025. This will allow two years to resolve the funding pathway for the north-south and east-west arterial and public transport connections as well as the concept design and costing for the north south bridges and Church Street connection.

PSP Program 2023/24

PSP	Biodiversity Survey	Commencement of PSP	PSP Approved
Batesford North **Elcho Road West** **Heales Road West**	**Completed**	**Mid-2023**	**Mid-2026**

PSP Program 2025/26

PSP	Biodiversity Survey	Commencement of PSP	PSP Approved
McCanns Lane (with extension) **Merrawarp**	**Spring 2024**	**Mid-2025**	**Mid-2028**

2.5. Community Safety Framework 2022-26

Source: **Community Life**

Director: **Robyn Stevens**

Cr Kontelj re-entered the meeting room at 7.58pm

Cr Mason left the meeting room at 7.59pm

Purpose

1. That Council adopt the Community Safety Framework 2022-26.

Background

2. Our Community Plan 2020-2025 identifies partnering with key stakeholders and community safety networks to develop a community safety framework.

3. Community engagement for the development of the Community Safety Framework began in February 2022, with 128 people providing contributions (see Community Engagement Report Stage 1). This feedback was used to develop the draft framework.

4. Following endorsement of the Draft Community Safety Framework at the September 2022 Council meeting, a second stage of community consultation was held from Tuesday 27 September to Wednesday 26 October 2022.

Key Matters

5. There were 103 downloads of the draft Framework from the City's Have Your Say engagement platform. Feedback from the Stage 2 engagement included nine responses from eight respondents. A summary of this feedback is included in Community Engagement Report Stage 2. The feedback was varied and minor changes have been made to the framework in response, as outlined in the engagement report.

RESOLUTION - Item 2.5

Cr Moloney moved, Cr Murrihy seconded -

That Council adopt the Community Safety Framework 2022-26.

Carried

Financial Sustainability

6. The implementation of the framework will be funded through existing operational budgets. Larger projects may be scoped for possible external funding opportunities and/or business cases for internal budget bid.

Community Engagement

7. Community Engagement Stage 1 occurred in February 2022 and resulted in 128 submissions. Community Engagement Stage 2 occurred in September-October 2022 and resulted in nine submissions. The Draft Framework was promoted through internal and external networks, newspapers and social media.

Social Equity and Sustainability

8. Community safety underpins overall community resilience and connectivity. The City is committed to the provision of safe, accessible and well-maintained public space, with a focus on promoting social equity and community safety for priority populations.

9. Community safety projects will embed the social equity principles to ensure that priority groups are included in the process and implementation of projects while supporting community members to feel empowered to take responsibility for their own sense of safety and improving health and wellbeing outcomes.

Relevant Law/Policy/Legal Implications

10. An extensive range of relevant legislation and policies informed the Community Safety Framework including:

    10.1. Local Government Act 2020;

    10.2. Greater Geelong City Council – General Local Law 2005;

    10.3. Emergency Management Act 1986;

    10.4. Public Health and Wellbeing Act 2008;

    10.5. Disability Discrimination Act 1992;

    10.6. *Planning and Environment Act 1987*; and

    10.7. Environment Protection Act 1970.

Alignment to Community Plan and Vision

11. This report aligns with Our Community Plan 2021-2025 strategic priority:
    Healthy, caring and inclusive community.

12. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:
    People feel safe wherever they are.

Conflict of Interest

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

Risk Assessment

14. There is minimal risk associated with adopting this framework. The framework helps guide the City's work and delivery of programs, policies and services. It is through these program responses that any risks are identified and addressed.

Environmental Sustainability

15. This framework considers sustainability through the key priority area of community wellbeing and social equity. It aims to ensure equitable inclusion to City services, facilities, work with others to achieve better health outcomes for community and harness community knowledge to drive sustainable change.

Attachments

1. Community Safety Framework 2022 [**2.5.1** - 16 pages]
2. Community Safety Framework 2022 Engagement Summary Report Stage 1 [**2.5.2** - 3 pages]
3. Community Safety Framework 2022 Engagement Summary Report Stage 2 [**2.5.3** - 6 pages]

THE CITY OF
GREATER GEELONG

COMMUNITY SAFETY FRAMEWORK 2022–26



CITY OF GREATER
GEELONG



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

Artwork: *Corio* by Dr Jenny Murray-Jones

Acknowledgement of Country in Wadawurrung language:

We acknowledge the Wadawurrung People as the Traditional Owners of the land, water, and sky. We pay our respects to their Elders of the Past, Present, and those Emerging.

Wadawurrung Dja muyni Djilang wurdi-karrong. Nganyaki-i-beek wurdi Wadawurrung gerrupa-tjarra-dja

Wadawurrung kinkinbil beek wurdi getjawil detetj-gupma-bul mooroop-a.

The City of Geelong is part of Wadawurrung Country. A small part of land that's connected to the larger Country of Wadawurrung

We acknowledge the Wadawurrung People and the spiritual connection they share with the lands.

SUPPORT FOR THE ULURU STATEMENT FROM THE HEART

We have proudly pledged our support for the Uluru Statement from the Heart outlining the reforms – Voice, Treaty, Truth.

The Statement calls to enshrine a First Nations voice in the Australian constitution and to establish a Makarrata Commission to supervise a process for both agreement making between governments and First Nations People, and historical truth-telling. This provides a path forward as identified by Aboriginal and Torres Strait Islander People for their own self-determination, and true reconciliation in accordance with the United Nations Declaration on the Rights of Indigenous Peoples.



CONTENTS

MESSAGE FROM THE MAYOR 4

EXECUTIVE SUMMARY 5

OUR COMMUNITY 6

BACKGROUND 7

UNDERSTANDING COMMUNITY SAFETY 8

GUIDING PRINCIPLES 9

COMMUNITY SAFETY IS EVERYONE'S RESPONSIBILITY – EVERYONE HAS A ROLE TO PLAY 11

OUR STRATEGIC DOCUMENTS 12

PROGRAMS, SERVICES AND ACTIONS THAT PROMOTE COMMUNITY SAFETY 14

MESSAGE FROM THE MAYOR

Everyone in Greater Geelong has the right to feel safe, no matter their postcode, and should be able to move around freely.

The term 'safety' means different things for different people.

Being confident to exercise outdoors at any time of the day, feeling safe at home and going about our everyday business without a thought are all priorities.

Proactive community safety measures are an important part in helping community members feel at ease when using public open space.

Feeling secure in our physical environment is just as significant, such as fire safety, spaces being free from tripping hazards and having accessible buildings for people with a lived experience of disability.

Having a sense of belonging and empowerment also play a role.

When people are connected to their community and surroundings, feel they're treated with respect and can have important conversations, their overall health improves.

Council's work is informed by the aspiration for a happier, healthier and more engaged community through Our Community Plan 2021-2025 and the community-led Clever and Creative vision.

We are taking a holistic approach through this Community Safety Framework by including the responsibilities of not only the City of Greater Geelong, but external partners and the broader community to build a safer Geelong region together.

The framework assists us in supporting the community to feel empowered when it comes to their sense of safety and provides a clear definition of community safety for both the organisation and wider community.

We want our residents and visitors to enjoy everything Greater Geelong has to offer and to live full and healthy lives.



Cr Trent Sullivan
Mayor,
City of Greater Geelong

EXECUTIVE SUMMARY

The City of Greater Geelong recognises that community safety is a very important part of everyday life for all community members and visitors.

The feedback gathered in community consultations have reflected diversity in the definition of community safety and the nature of community expectation about safety in Greater Geelong.

We are committed to working with key stakeholders to ensure Greater Geelong is a place where residents and visitors feel safe to enjoy the full benefits of the region. We have adopted a holistic approach to community safety, encouraging community connection to places and people to ensure a safer Geelong for residents and visitors.

The City has more than 100 functions throughout many departments. Collectively, there are a large proportion of these undertaking community safety measures daily. From Parks and Gardens ensuring public spaces are maintained and kept neat and tidy, to planners when looking at new developments, to liquor licensing assessments and animal management. Many aspects of our work link to enhance positive perceptions of safety in our places and spaces.

The purpose of the Community Safety Framework is to outline a shared understanding of community safety and the role of stakeholders in shaping a safer community. The Community Safety Framework identifies the roles and responsibilities of the City in relation to safety, acknowledging the more connected a person is to their local community the safer they feel. This framework includes guiding principles around the following:

- Social Equity
- Gender Equity
- Evidence Based Perspective
- Crime Prevention Through Environmental Design (CPTED)/Safe design principles
- Occupational Health and Safety
- Community Engagement
- Proactive measures

FRAMEWORK AIM

Local government is often at the forefront of the community's mind when it comes to crime prevention. A key to preventing crime is empowering the community and providing the tools for communities and individuals to take responsibility for their own sense of safety. Our actions should not only focus on reducing and preventing injury and violence, but also pro-active community safety measures, because crime prevention happens when there is increased well-being through strong, cohesive, vibrant and participatory communities.

"The risk of becoming involved in crime or being victimised is greater in those communities that experience high levels of social exclusion or lack of social cohesion." (National Crime Prevention Framework, 2012)



OUR COMMUNITY

Located 75 kilometres south-west of Melbourne, the municipality covers an area of 1,252 km^2, comprising suburban, coastal and country areas.

Greater Geelong is bound by the Moorabool Shire in the north, Wyndham City Council and the Borough of Queenscliffe in the east, Surf Coast Shire and Golden Plains Shire in the west, and Bass Strait in the south.



Figure 1: The City of Greater Geelong ward map and context map

FAST FACTS

271,057
Population

39
MEDIAN AGE

14,000
Residential (Category P) streetlights replaced with LED's with smart controllers

4,178
Removal jobs recorded on the VICGR (graffiti reporting application) by our graffiti team

14,745[2]
Graffiti reported and removed by the our graffiti team in 2021-22

130
Closed-Circuit Television cameras (CCTV) across the network

1,946.43km
of footpaths maintained

2,007.94km
of sealed roads maintained and 371.60km of unsealed road surfaces

BACKGROUND

COMMUNITY SENTIMENT

We track feelings of safety in the Geelong community through the Geelong Preventative Health Survey which is undertaken every four years.

Since 2017, more Geelong residents reported always feeling safe, up from 53.8 per cent in 2017 to 61 per cent in 2021. In 2021 we also saw a decrease in those who never feel safe going down by 0.3 per cent, with 1 per cent of those surveyed never feeling safe. This indicator provides important data to support this framework.

GEELONG PREVENTATIVE HEALTH SURVEY

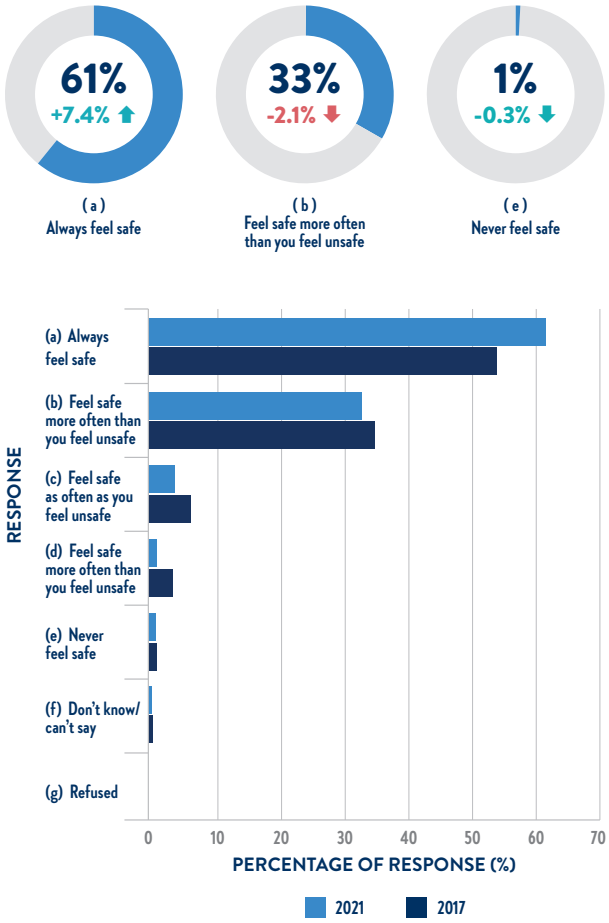


Figure 2: Geelong Preventative Health Survey 2021

COMMUNITY SAFETY AND LINKS TO OUR STRATEGIES

We recognise that community safety is a very important part of everyday life for all community members and visitors. Community consultations have reflected the diversity and holistic nature of community safety in Greater Geelong.

The City's Clever and Creative vision is:

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

One of the nine community aspirations identified is:

- People feel safe wherever they are.

We are working towards the vision through the development and implementation of *Our Community Plan 2021-25.*

As outlined in the *Our Community Plan 2021-25* one of the strategic directions is a healthy, caring and inclusive community. Our role is to:

- Plan communities that support healthy lifestyles.
- Deliver services to the community.
- Support community groups and local organisations.
- Promote healthy lifestyles and social equity.
- Collaborate with local, state and federal government.

One of the desired outcomes of this strategic direction is that our community feels welcome, safe, and connected. This document fulfils one of the actions for 2021-22 which was to partner with key stakeholders and community safety networks to develop a community safety framework.

This framework outlines a clear understanding of community safety and our role in contributing to a safe community, enabling all areas of the organisation to work together towards a common goal.

We will monitor our performance by reporting against *Our Community Plan 2021-2025.*

UNDERSTANDING COMMUNITY SAFETY

For the purpose of this framework and guidance for future projects and initiatives, we will follow the Pan Pacific Community Safety definition as it best reflects internal and external consultation.

"A safe community is a place that is attractive to live, work and visit. A safe community is a liveable community, where people can go about their daily activities in an environment without fear, risk of harm or injury. Perceptions of community safety, real or perceived, impact on the way people feel and interact in their community. Community safety is not only about reducing and preventing injury and violence. It is about increasing well-being through building strong, cohesive, vibrant, participatory communities." (Pan Pacific Community Safety Network)[1]

Community safety is up to everyone, we all have a role to play in creating a healthy, safe and vibrant community.

Everybody deserves the right to feel safe. It is acknowledged that different circumstances can lead an individual to experience unsafe situations throughout their life due to several factors.

Due to experience and perceptions the term 'community safety' can mean a variety of different things to individuals. This can include falls or swimming safety, to more fundamental crime prevention measures of feeling you are at risk of being a victim of crime.

The diversity of definitions of community safety was demonstrated through our community consultation (March 2022) when asked "What does community safety mean to you?"

"Safety is when people in the community are able to feel at ease when being in public, have access to assistance easily when they need help and being able to feel safe when using public property such as playgrounds, walk paths and bus stops."

"All people feeling safe in their homes, neighbourhoods and when moving about in the community at all times - day or night."

"Community safety for me means the ability to freely and safely go wherever I need to without feeling threatened or having to adapt what I am doing to protect myself from others."

"That people don't have to think twice about enjoying public spaces, regardless of time of day. And feel safe in all parts of their community. Also that they can safely access community spaces and facilities, and get around the community safely, regardless of age or ability (i.e. footpaths to increase safe travel options for kids, people with disabilities etc. particularly near busy roads)."

"Being able to feel safe while performing my normal daily activities."

"Everyone feeling safe to be out and about in our beautiful city, using the local facilities or visiting local places of scenery and beauty."

"Being able to go about my day without being fearful. For my family and I to interact with and be active in our local community during the day and at night. Having the facilities that provide a safe environment - e.g. even footpaths, lighting, play equipment in good working order, safe roads (no potholes), walking tracks free from debris, fire safety (long grass mowed), etc."

"I understand that community safety is how we maintain a safe environment for all ages [of] the community. This includes road safety, parks, commercial areas and residential areas."

"Easy access to help in an emergency in regards to health services, storm /flood, safe roads, especially in relation to damage, like potholes, trees over roads etc"

1 The Pan Pacific Safe Communities Network (PPSCN) is a NGO established by representatives from New Zealand, United States of America and Australia to provide evidence-based best practice information on addressing community safety at the local level.

GUIDING PRINCIPLES

For all programs, projects and initiatives relating to community safety we will aim to ensure the following principles are incorporated:

SOCIAL EQUITY

- Ensure the social equity enablers of fairness, access, voice, participation, inclusion and empowerment are captured within our work as well as a focus on priority populations, as outlined in the *Social Equity Framework 2022-25.*

GENDER EQUITY (LEGISLATED)

- Undertake a Gender Impact Analysis (GIA) as required under the *Victorian Gender Equality Act 2020.*

PROACTIVE MEASURES

- Aim to implement a preventative approach where appropriate.

EVIDENCE BASED PERSPECTIVE

- Aim to incorporate an evidence-based perspective where appropriate.
- Work to build a more comprehensive evidence base for projects relating to community safety.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)/SAFE DESIGN

- Ensure we are adhering to safe design guidelines in project scope and development.

COMMUNITY ENGAGEMENT (LEGISLATED)

- Participants taking part in community engagement are entitled to reasonable support to enable meaningful and informed engagement.

OCCUPATIONAL HEALTH AND SAFETY (LEGISLATED)

- Adhere to OH&S principles and regulations within our work.





COMMUNITY SAFETY IS EVERYONE'S RESPONSIBILITY – EVERYONE HAS A ROLE TO PLAY

THE ROLE OF THE CITY OF GREATER GEELONG

We accept the role of supporting safe community participation and access to places, services and opportunities by:

- Connecting people in community life through supporting and delivering programs.
- Planning, building and maintaining safe community places and environments.
- Partnering with other community safety organisations and groups.
- Managing risks and minimising hazards in the community.
- Actively participating in a range of internal and external networks relating to community safety.
- Working in collaboration to achieve an integrated approach to community safety.
- Collectively prioritising issues.
- Utilising evidence-based perspectives.
- Developing and supporting internal communications for the reporting of and response to community safety.
- Working with federal and state government on programs and advocating and applying for funding opportunities.
- Developing individual and community responsibility.

THE ROLE OF VICTORIA POLICE

- Responding to calls for assistance in matters of personal and public safety, emergencies and serious incidents.
- Preventing crime through a range of proactive community safety programs.
- Detecting and investigating offences and bringing to justice those responsible for committing them.
- Supporting the judicial process to achieve efficient and effective court case management, providing safe custody for alleged offenders, supporting victims and ensuring fair and equitable treatment of victims and offenders.
- Promoting safe road-user behaviour.
- Victoria Police operates under the *Victoria Police Act 2013.*

THE ROLE OF THE COMMUNITY (INCLUDING BUSINESS AND COMMUNITY GROUPS)

- When you see something concerning, report it to the relevant authority.
- Even if you're not sure or only have a couple of details, still report it.
- Report damage of City assets, parks, public toilets, lights to the City of Greater Geelong.
- Engage in discussions and programs aimed at achieving community safety.

THE ROLE OF FEDERAL AND STATE GOVERNMENTS

Federal and State governments play an integral role in community safety through a number of functions, departments and the administering of partnership and grant opportunities. These include:

- Law enforcement; state and federal policing, border control, management of the court systems.
- Emergency management.
- Transport.
- Roads, utilities (electricity, water, gas), telecommunications.
- Land planning and development.
- Both levels of government have similar responsibilities to local government in enhancing community inclusion and engagement.

Community safety is up to everyone, we all have a role to play in creating a healthy, safe and vibrant community.

OUR STRATEGIC DOCUMENTS

The City has also developed detailed policies and strategies that contribute to community safety. Whole-of-organisation statements include:

- *Our Community Plan 2021-25*
- *City of Greater Geelong Municipal Strategic Statement*
- *Greater Geelong - A Clever and Creative Future*
- *BaGurrk – Gender Equity Framework*
- *Social Equity Framework 2022-25*
- *Community Engagement Policy*
- *Access and Inclusion Plan 2018-22*
- *Social Infrastructure Plan Generation One 2020-23*
- *Positive Ageing Strategy 2021-2047*
- *Multicultural Action Plan 2018-2022*
- *Smart City Strategic Framework*

There are several policies, plans, frameworks and procedures that reflect the work of the multiple departments that contribute to developing a safer community. For further details on these visit www.geelongaustralia.com.au.




Pictured: A young girl enjoying
a swing with her parents

PROGRAMS, SERVICES AND ACTIONS THAT PROMOTE COMMUNITY SAFETY

We deliver a wide range of programs, services and actions that promote community safety. The below is a snapshot of our role in safety:

DEVELOPING INDIVIDUAL AND COMMUNITY RESPONSIBILITY

- Education regarding childhood injury prevention and child protection
- Falls prevention awareness for older people
- Information / education about responsible social behaviour
- Responsible pet ownership
- Encouraging reporting

CONNECTING PEOPLE IN COMMUNITY LIFE THROUGH SUPPORTING AND DELIVERING PROGRAMS

- Community development projects in neighbourhoods
- Support for community, social and recreation groups in local areas (harnessing community connection)
- Arts and cultural activities that engage people of all ages (community and place connection)
- Support for sporting clubs and activities (liquor licensing, maintenance of reserves)

PLANNING, BUILDING AND MAINTAINING SAFE COMMUNITY PLACES AND ENVIRONMENTS

- Use of safe design principles in planning
- Use of Crime Prevention Through Environmental Design principles
- Regulation of land use activities
- Provision and maintenance of street lighting
- Provision of facilities for social, recreation, learning and community access
- Facilitating busy and vibrant public places, spaces and activities
- Ensuring access and inclusion requirements are met in project delivery
- Management of closed-circuit television cameras (CCTV)

PARTNERING WITH OTHER COMMUNITY SAFETY ORGANISATIONS AND GROUPS

- Assisting groups to identify and secure funding opportunities
- Prevention of violence against women and children (working in partnership with support agencies in the service delivery sector on education and awareness raising campaigns)
- Promoting gender equity
- Workplace safety campaigns with partners

MANAGING RISKS AND MINIMISING HAZARD IN THE COMMUNITY

- Emergency management planning and response
- Fire prevention
- Food safety regulation and enforcement
- Graffiti clean-up and prevention
- Ensuring compliance with legislative responsibilities
- Liquor licensing applications
- Road safety campaigns and programs including pothole management
- Safe trading in public places
- Dumped rubbish
- Waste management
- Enforcing safety regulations
- Events management (ensuring events are compliant with safety requirements)



CITY OF GREATER GEELONG
WADAWURRUNG COUNTRY
PO Box 104
Geelong VIC 3220
P: 5272 5272
E: contactus@geelongcity.vic.gov.au
www.geelongaustralia.com.au

CUSTOMER SERVICE CENTRE
Wurriki Nyal
137-149 Mercer Street
Geelong VIC 3220
8.00am–5.00pm

© City of Greater Geelong 2022

LATEST NEWS:

@CityofGreaterGeelong
@GreaterGeelong
@CityofGreaterGeelong
CityofGreaterGeelong

CITY OF GREATER GEELONG

THE CITY OF
GREATER GEELONG

COMMUNITY SAFETY FRAMEWORK

CITY OF GREATER GEELONG

COMMUNITY ENGAGEMENT SUMMARY – STAGE 1

The City wanted to hear what community safety meant to the Greater Geelong community. Our Community Plan 2021-2025 outlines the action to "*Partner with key stakeholders and community safety networks to develop a community safety framework".* To assist with the development of the framework, we would like to hear what community safety means to you. From 4 February 2022 - 11 March 2022. As part of the consultation a series of questions were asked to learn more about how residents defined safety, what things created a feeling of safety and those feelings that created a feeling of being unsafe. City officers were invited to present and attended the Youth Council and Ageing Well Advisory Committee.

The City asked the community to share their thoughts on the City's Have Your Say page. The City utilised Social Media and a combination of internal and external networks to share the engagement opportunity on the City's Have Your Say page. The City of Greater Geelong Social media channels as well as the Healthy Geelong and Women in Community life social media pages were used.

36 DAYS
of engagement

128
Number of people to leave feedback

22
Suggestions (comments) from the public left online via social map

SOCIAL MEDIA

34,198
Reach/Impressions

19,778
Actions (Clicks, reactions, shares, comments etc.)

WHAT WE HEARD

The community consultation will be used to develop a Community Safety Framework for the City.

A summary of comments and key themes can be found below:

When asked what Community Safety means to you?

- Ability to move freely without harm
- Police presence
- A sense of belonging
- Ability to feel safe during day and at night
- Road Safety
- Clean and open public spaces and places

What things in places and spaces that makes you feel safe?

- Lighting
- Clean and open spaces and places
- CCTV
- Police presence
- Friendly/welcoming people (presence of)

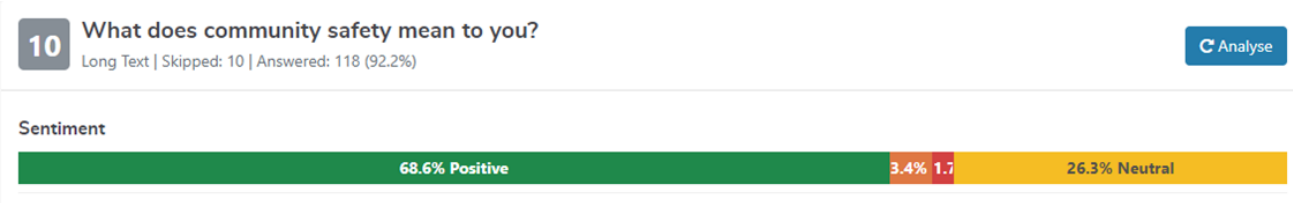
What things in places and spaces make you feel unsafe?

- Poor lighting
- Poor accessibility (including adequate signage in locations)
- Lack of activation and people
- Unmaintained places and spaces (including overgrown parks, roads and footpaths)
- Lack of surveillance (people and technology)
- Presence of anti-social behaviour

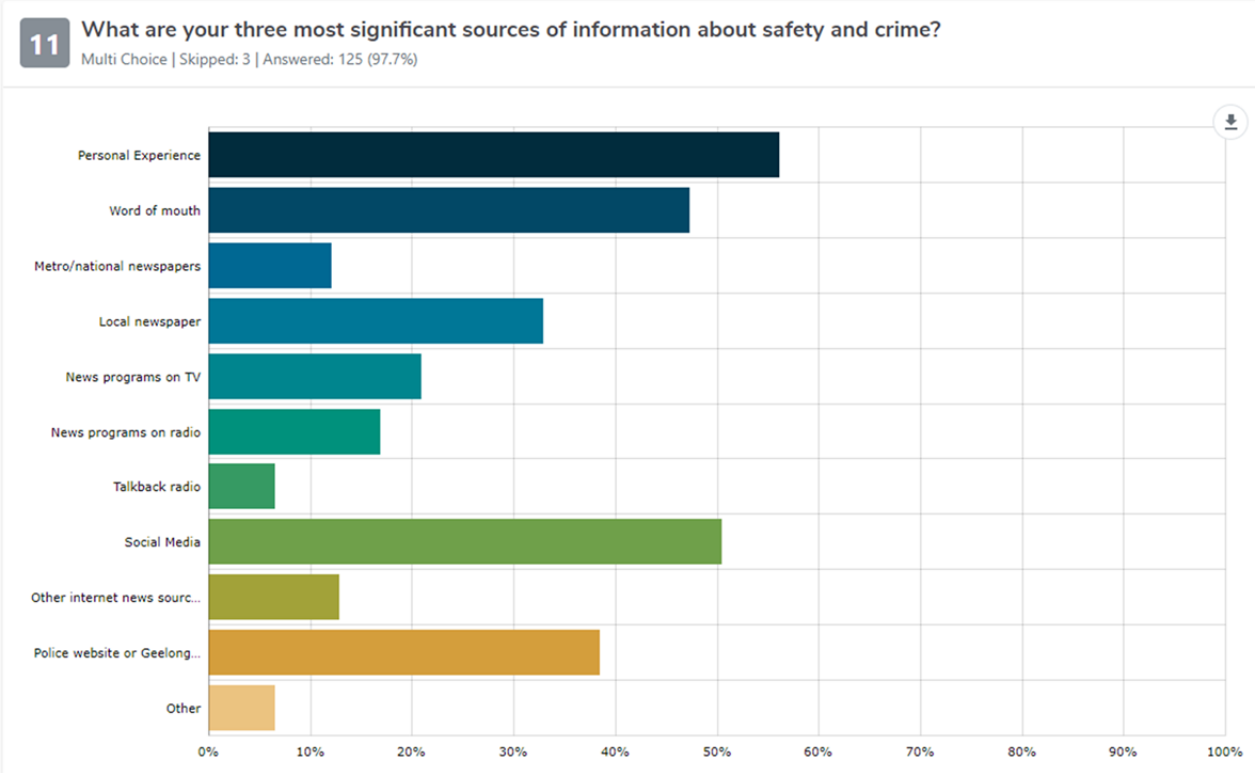
If you have safety concerns what worries you?

- Bike paths/ bike lanes in Geelong
- Dogs off lead
- Delay in emergency services
- Poor contact with Emergency Services
- Not knowing who to call
- Being a victim of crime
- Poor lighting
- Uneven footpaths
- Have spaces designed to be more accessible
- Personal safety
- Workplace safety

Below is a summary of the sentiment data when asked what community safety means to you? Of those that completed the survey 68.6% of respondents indicated a positive sentiment when speaking about community safety compared to 1.7% that responded with a negative sentiment.



Included below is a snapshot of how the Greater Geelong community receives Community Safety information.



NEXT STEPS

The community feedback gathered during this engagement is being used to inform the development of a Community Safety Framework 2022-2026.

This framework will provide the City's role in safety, define community safety and set the direction for future projects. The draft framework is due to go before Council in September to be endorsed for public comment.

We thank everyone who shared their views and provided feedback about community safety in the Greater Geelong region.

THE CITY OF
GREATER GEELONG

COMMUNITY SAFETY FRAMEWORK

COMMUNITY ENGAGEMENT SUMMARY – STAGE 2

Community engagement for the development of the Community Safety Framework began in February 2022, with 128 people providing contributions (see Community Engagement Report - Stage 1). This feedback was used in the development of the draft Framework, which was endorsed by Council at the Council Meeting on Tuesday 26 September 2022.

The City held a second round of community engagement from Wednesday 27 September–Wednesday 26 October 2022, seeking feedback on the draft Community Safety Framework.

The draft Community Safety Framework was available for public comment on the City's Have Your Say page, shared through internal and external networks, in City news and on social media.

We received nine responses from eight different respondents over the engagement period.

29 DAYS
of engagement (Stage 2)

8
Number of people to leave feedback

103 downloads of the draft framework

38
People following the project

SOCIAL MEDIA

7,409
Reach/Impressions

46
Actions (Clicks, reactions, shares, comments etc.)

WHAT WE HEARD

There was a mix of responses including very satisfied to very dissatisfied with the framework.

The overall satisfaction score results given by survey respondents indicated:

- Very satisfied – 1 respondent
- Somewhat satisfied – 3 respondents
- Unsure – 3 respondents (4 responses)

- Somewhat dissatisfied – 0 respondents
- Very dissatisfied -1 respondent

Despite a low number of responses, the amount of document downloads (103) reflects positive interest in the Framework. It is likely that those who viewed the documents and did not provide feedback, did not have any significant objections to the Framework or its content.

Where appropriate, changes were made to the framework based on feedback received. A couple of responses strengthened the need for ongoing broad community engagement on community safety and to further articulate the roles and responsibilities of community members in relation to ensuring a safe community.

Full details and responses of the framework can be found in Appendix 1.

NEXT STEPS

Community feedback on the draft Framework has been noted, and where possible incorporated into the document. This included a review of:

- Further defining the role of social equity and clearly stating focus on priority groups
- Links to legislation and City of Greater Geelong frameworks and strategies.

One of the challenges with community safety is the broad reach and connections both across the organisation and community. As a result, it was decided to utilise existing networks, strategies, frameworks and action plans where clear directions in relation to community safety can be incorporated.

It is important to note that the role of the framework is to operate as a broad overarching model to enhance safety projects and ensure a holistic approach is taken, not to articulate a series of actions to be undertaken.

Following the community feedback the following alterations have been made to the framework:

PAGE NO.	ACTION
10	Social Equity – added line regarding priority populations
13	Addition of the Multicultural Action Plan 2018-2022
13	Addition of the Smart Cities Framework

The framework will be sent for adoption by Council at the December 2022 Council meeting.

APPENDIX 1: FEEDBACK ON THE DRAFT FRAMEWORK

What best describes your response to the framework?	What excites you about the framework?	Do you have any concerns about the framework?	Do you have any specific feedback about the Draft Community Safety Framework?	Officer recommendation/comment
Very satisfied	Sets out what is council's responsibility, community partners and what supports residents to be to be involved such as the importance of community connection and activating spaces.	No	No comment provided	No action
Somewhat satisfied	The fact that council are caring and willing to do something about safety. Take responsibility or part responsibility	No comment provided	No comment provided	No action
Somewhat satisfied	Yes a start	It's not very ambitious in terms of creating a truly safe space for LGBTIQ A+ people, people of colour, and marginalised people eg illicit drug users	Be braver,and look more to best practise in other towns and shires.	Officers have further strengthened the section on priority groups in referencing the Social Equity Framework. This work will be guided by the principles of Social Equity. The City is working to further strengthen the inclusion and safety of priority groups (including LGBTIQA+ people and CALD communities) and this framework will connect to this work on an ongoing basis.

Somewhat satisfied	Focused on people and their needs. Considers many diverse groups. Specifically mentions family violence.	Framework seems sound but can it deliver?	I'm concerned that the cost of arts related events are beyond many and therefore not inclusive. A concession price just $5 less than the full price doesn't show any understanding of the fact that pensioners live below the poverty line and cannot afford to engage in these things. Also the issue of access for people with mobility issues is more than just more disability parking. Many of us are impaired without qualifying for the disability label. The problems associated with using walkers etc on uneven paths and the timings of some light cycles is of great concern.	Officers are working to ensure Safe Design principles are met with projects which includes addressing accessibility in public open space for all. The City is working to further strengthen access and inclusion across all services and facilities, guided by our Social Equity Framework and Access and Inclusion Plan. As part of the next steps an engagement plan will be developed to encourage reporting of matters relating to safety including items such as; reporting graffiti, uneven and broken footpath, damaged assets and anti-social behaviour.
Unsure	I have a framework to hold City of Greater Geelong more accountable when it comes to responding to, preventing, maintaining, evaluating & reviewing our local OH&S, accessibility rights particularly in and around Lovely Banks (Ring Rd, Anakie Rd) Corio Plantation Rd , Cox Rd, AnakieRd) where more footpaths are needed or need to be reviewed/repaired & made safer.	It's a Framework that is not necessarily followed or assessed by higher parties. I say this as one who is still waiting for OH&S & Accessibility concerns, incidents & limitations first addressed a year ago to be actioned & responded to.	If I it other stakeholders do not feel the City of Greater Geelong is upholding or working in accordance to it; how will COGG respond or be reprimanded & by whom? I ask as a victim of many incidents due to COGG & Local councillors negligence & lack of action, response & preventative measures.	The Framework will be reported against Our Community Plan 2021-2025

Unsure	That pedestrians right to safe accessibility free from abuse, illegal activity, dangers, inaccessibility in & around Anakie Rd, Cox Rd, Ring Road, Matthew's & Goldsworthy Rd Lovely Banks May be taken more seriously thus a driver, pedestrian, mother & carer of baby, dog, people with disabilities will have her rights & needs addressed, past abuse, neglect & crime rectified & prevented (Eg footpaths, security cameras, Local, State & National Governments, Police, Community Groups etc liaising & taking necessary action before another life is lost, endangered, abused, assaulted or neglected etc)	Hard to say. It is paper & words. It's the implementation, evaluation, review & reassessment of the Framework thus action I do & must continue to wait for.	If it is not being fully followed I hope City of Greater Geelong take on board locals holistic needs & rights to rectify concerns before more harm, mistreatment, neglect, discrimination & abuse is experienced like that I've encountered since moving 2 suburbs up the road in June 2021.	Comments noted. Further education required about the roles of organisations and how community can report issues or incidents.
Unsure	That you are doing something	It lacks substance (actual deliverables)	More CCTV in more remote places. Ideally portable CCTV that can be placed in areas with residents complaints (i.e. to catch people who participate in dangerous driving at various places within the town)	The Smart Cities Framework works to address the needs of the community in relation to smart technology including the use of CCTV. Reference to this has been added to the framework.
Unsure	No comment provided	No comment provided	Our Club has only 2 teams of mature ladies. All Committee members have Working With Children checks. We feel this document is irrelevant to us.	Further education into the roles of community safety and responsibilities of the whole community will form part of the engagement plan.

Very dissatisfied	That it has been attempted, and will hopefully be refined	There is no implementation outline, no action summary, no commitment of funding or responsibility, no actionable outcomes whatsoever in this. The framework also seems to be a very confusing attempt to implement an anti-crime framework rather than a holistic safety framework that makes the City a safe and accessible place (particularly for people with disabilities). There is also no reference to cultural safety - a considerable concern within the City	Social Equity is also legislated - where is the reference to the Disability Act and the requirements for this?	The framework is to serve as an overarching document that does not have actions. Due to the nature of community safety a substantial amount of the City's frameworks, strategies and policies relate to ensuring a safe and connected community. The area of Community Safety is governed by a number of Federal and State legislations.

2.6. Public Tree Management Policy

Source: **City Services**
Director: **Guy Wilson-Browne**

Cr Mason re-entered the meeting room at 8.01pm

Purpose

1. To seek Council endorsement to adopt the draft Public Tree Management Policy (Policy).

Background

2. The Tree Management Policy was adopted in 2020 to provide a framework for the management of trees within the City of Greater Geelong.
3. The Tree Management Policy supports the objectives and vision of the Urban Forest Strategy 2015 and the Sustainability Framework 2020.
4. Council resolved to review the Tree Management Policy in 2022.
5. As part of the review, the updated draft Policy was endorsed by Council for community engagement for a period of four weeks from 28 September 2022.

Key Matters

6. In total, 45 responses to an online survey were received during the community engagement period, with 24 respondents providing detailed feedback.
7. The top themes of the feedback included: protecting our urban forest, planting more trees, views should not prevent planting, rewilding the City and protecting private trees.
8. The feedback broadly supports the updated Policy and a summary of feedback is included in **Attachment 3.**
9. In response to the feedback an amendment is proposed for the Policy **Attachment 4**.
10. The amendment to the Policy:
    10.1. New plantings in reserves will not be prevented on the grounds of impeding access to a view, however species selection and placement will be considered to frame and complement the landscape.
11. The revised Policy provides a framework for best practice in managing our tree population.

RESOLUTION - Item 2.5

Cr Moloney moved, Cr Aitken seconded -

That Council adopt the draft Public Tree Management Policy (Attachment 2).

Carried

Financial Sustainability

12. There are no additional financial implications arising from the adoption of the Policy. The City provides tree management and planting through the Tree Management Unit.

Community Engagement

13. Since the Tree Management Policy was adopted by Council in 2020 there has been informal feedback from the community which has also informed this review.

14. A community engagement period opened on 28 September 2022 and closed on 28 October 2022. The campaign resulted in responses from 45 community members from 16 suburbs across the city.

Social Equity and Sustainability

15. The Policy will ensure fair, transparent, and consistent decisions about the management of trees.

Relevant Law/Policy/Legal Implications

16. The City has benchmarked the provisions of the Policy with other Victorian councils.

17. The Planning Scheme includes regulatory protection overlays for trees on private property. These include 42.01 Environmental Significance Overlays, 42.02 Vegetation Protection Overlays, 42.03 Significant Landscape overlays, 43.01 Heritage Overlays and 52.17 Native Vegetation Provision.

18. The Policy does not have any legal ramifications or any impacts in relation to the Human Rights Charter.

Alignment to Community Plan and Vision

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

20. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:
    Development and implementation of sustainable solutions.
    Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

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

Risk Assessment

22. Failure to adopt the Policy could result in inconsistent decisions, causing community dissatisfaction and undermining the objectives of Our Community Plan to deliver infrastructure, services, and programs to the community in a sustainable way.

Environmental Sustainability

23. As the organisation and region face considerable environmental challenges, the Policy provides a framework for best practice in managing our tree population and addressing climate change issues through greening the City.

Attachments

1. Council Report Public Tree Management Policy Draft December 2022 Appendix 2 D22 [**2.6.1** - 12 pages]
2. Council Report Public Tree Management Policy Community Engagement Sum (2) [**2.6.2** - 6 pages]
3. D22 281464 Council Report Public Tree Management Policy December 2022 Appendix [**2.6.3** - 12 pages]

RESOLUTION - Item 2.6

Cr Moloney moved, Cr Aitken seconded -

{resolution}

Carried

THE CITY OF
GREATER GEELONG

PUBLIC TREE MANAGEMENT COUNCIL POLICY

VERSION: 2

Approval Date: DD Month YYYY of official approval

Approved by: Council

Review Date: DD Month YYYY – generally 4 years from approval date unless shorter review period required

Responsible Officer: Director City Services

Authorising Officer: Chief Executive Officer

CITY OF GREATER GEELONG

Contents

Introduction 3

PURPOSE 3

Scope 3

Definitions 4

Term used in Policy 4

Policy 6

Implementation of this Policy 11

Monitoring and reporting 11

Advice and assistance 11

Records 11

Review 11

Introduction

PURPOSE

The purpose of this policy is to ensure the management of trees within City of Greater Geelong improves our urban forest, enhances canopy cover and builds connections with native vegetation. It establishes when the City will plant, prune or remove a tree and what measures must be undertaken to protect and enhance the tree population.

The planning and management of trees in accordance with this policy will give due consideration to protecting Aboriginal culture and heritage. This will include raising awareness and compliance with the *Aboriginal Heritage Act 2006* and *Aboriginal Heritage Regulations 2018*. Council acknowledges that certain native trees can be important to cultural heritage places and are a significant part of the heritage of all Australians.

SCOPE

This policy applies to all City officers in relation to all trees within the City of Greater Geelong located on Council owned and managed land.

DRAFT

Definitions

This section defines the key terms used in this policy.

Term used in Policy

CANOPY TREE

A tree with spreading branches that is greater than 6 metres in height at maturity.

CITY

The City of Greater Geelong organisation, led by the CEO.

CONSTRUCTION WORKS

Any work carried out in connection with the construction, alteration, conversion, fitting-out, commissioning, renovation, repair, maintenance, refurbishment, demolition, decommissioning or dismantling of a structure, road or preparation of a building site and its surrounds.

COUNCIL

The City of Greater Geelong Council comprised of elected councillors and led by the Mayor.

COUNCIL OWNED AND MANAGED LAND

Land within the City of Greater Geelong Council that is owned or managed by the City, either developed or otherwise.

DEVELOPMENT WORKS

Real estate development, property development, service installation and changes to land use.

DIVERSITY

The inclusion of individual trees representing a variety of genetic family, species and age class to build resilience from disease and ensure continuous canopy through succession.

ECOLOGICAL VEGETATION CLASS

Ecological Vegetation Classes are the 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.

ELT

The Executive Leadership Team of the City, as constituted from time to time.

HABITAT TREE

Live or dead trees managed to provide ecological niches (microhabitats) such as cavities, bark pockets, large dead branches, cracks, sap runs, or trunk rot.

INDIGENOUS BIODIVERSITY

Describes the variety and diversity of all life that originates or occurs naturally in a particular place. This includes individual trees and other species that are special to Greater Geelong

SUITABLY QUALIFIED ARBORIST

An arborist who holds recognised qualifications in arboriculture, appropriate to the task they are undertaking as per the appropriate legislation or Australian Standard.

TREE

A long lived woody perennial plant, with one or relatively few main stems or trunks.

DRAFT

Policy

The City of Greater Geelong is Victoria's second largest city, 75km southwest of Melbourne. The City contains a mix of coastal, country and suburban communities that are home to over 150,000 trees. These trees provide many social, economic and environmental benefits. They beautify and soften streetscapes, provide wildlife habitat and play a significant role in determining the urban character of our city. Trees are critical in the maintenance of a healthy urban environment as they produce oxygen, trap airborne pollutants and absorb carbon dioxide.

Trees form an essential part of a healthy urban environment. Urban ecology applies to the genes, species and communities of all species within the municipality including trees and plants indigenous to the local area, Australian natives and introduced tree species. Locally indigenous plants and animals require dedicated attention and resources if they are to be conserved and must be protected and enhanced as a priority. Trees provide opportunities to expand the range, habitat and connections between biodiversity conservation areas and are an essential part of achieving good urban ecology outcomes.

The City of Greater Geelong's Urban Forest Strategy presents a vision that 'Geelong will be a cool green city for the future', this supports the objectives of the Sustainability Framework to 'green our urban spaces'. To support this vision and ensure consistency and the best community outcome when managing trees, the Tree Management Policy has been divided into seven key areas:

1. Planning
2. Tree Planting
3. Tree Maintenance
4. Tree Protection
5. Tree Removal
6. Tree Canopy Contribution Requirements
7. Tree root interactions with public and private infrastructure
8. Native Vegetation and Biodiversity.

DRAFT

1. Planning

1.1. All strategic, development and construction work within the municipality must consider trees as early as possible in the design of the project to ensure the protection of existing trees and alignment with the Urban Forest Strategy and Sustainability Framework.

1.2. The principles that will guide construction and development within the City include:

1.2.1. All design and construction work around trees must consider existing trees to ensure the retention and protection of canopy trees in accordance with Australian Standard 4970 Protection of Trees on Development Sites.

1.2.2. All subdivision applications must identify and prioritise sufficient space for canopy tree planting and include tree zones in the functional layout plans in accordance with the Code of Practice for Infrastructure in Road Reserves.

1.2.3. All developments must be designed and built to accommodate a minimum of one mature canopy tree in the nature strip per residential block or every fifteen metres, regardless of the presence of a tree at the time of design and planning.

1.2.4. Engineering solutions that decrease compaction and increase water availability must be adopted to improve the growing environment for trees, and reduce conflicts with infrastructure.

1.2.5. New buildings and associated infrastructure must be designed or located to minimise conflict with existing trees.

1.3. To improve and increase canopy cover in accordance with the Urban Forest Strategy, the largest species suitable for the site must be selected.

1.4. When designing streetscapes, trees that provide an appropriate scale, form and character for the neighbourhood and maximise beneficial environmental outcomes must be selected.

1.5. The City will build partnerships with local, state and federal organisations to help green and cool the city.

2. Tree Planting

2.1. Opportunities for planting will be proactively identified within streets and reserves to increase canopy cover across the municipality.

2.1.1. Planting will prioritise shading pathways and street and park infrastructure

2.1.2. Resident requests for planting will be assessed and if the site is found suitable a tree will be planted in the next available planting season.

2.2. The City will aim to plant at least one tree in front of every property frontage. Additional trees will be planted where there is appropriate space and site conditions.

2.3. New plantings in reserves will not be prevented on the grounds of impeding access to a view, however species selection and placement will be considered to frame and complement the landscape.

2.4. Species selection will consider the current and future environment of the site, the constraints specific to the site, the character of the neighbourhood, and diversity and resilience of the tree population.

2.5. All tree stock will be grown in accordance with Australian Standard 2303 Tree Stock for Landscape Use.

2.6. Council will advocate for greater tree planting on private land

DRAFT

3. Tree Maintenance

3.1. Best arboricultural practice must be applied at all times to promote a healthy and safe tree population. All pruning will be undertaken by a suitably qualified arborist in accordance with Australian Standard 4373 Pruning of Amenity Trees.

3.2. Street and park tree inspections and pruning will be undertaken on a regular basis to improve tree health and safety and to provide clearances for pathways, roads, buildings and other essential infrastructure.

3.3. Trees will be inspected and pruned to ensure compliance with the Electricity Safety (Electric Line Clearance) Regulations 2015 (as amended from time to time) and other relevant statutory requirements.

3.4. Tree/s will not be pruned to facilitate views, to provide solar access to solar panels or gardens or to reduce the impact from wildlife waste or noise.

3.5. The dropping of leaves, fruit or other debris by trees ordinarily will not provide the basis for the removal or pruning of a street or park tree.

3.6. Tree canopies will not be pruned completely clear of property boundaries unless it is required to maintain the arboricultural health or safety of the tree.

3.7. New technology in the field of arboriculture will be incorporated into management and maintenance techniques where appropriate.

3.8. Trees in areas of environmental significance will be managed to promote safety, the environmental values of the site and habitat opportunities for wildlife.

4. Tree Protection

4.1. The City will work with developers to protect as many mature trees as is feasibly possible.

4.2. All development applications must include all information necessary to allow a full assessment of the potential impacts on trees to be retained, on or adjacent the site.

4.3. All trees will be protected in accordance with Australian Standard 4970 for the Protection of Trees on Development Sites. Developers are required to meet all costs related to tree protection.

4.4. Council owned and managed trees are protected under the Neighbourhood Amenity Local Law. The City's Local Laws team will investigate and pursue enforcement for any vandalism or unauthorised works to trees.

4.4.1. Trees that do not survive works will be retained as habitat trees where appropriate or a new tree will be replanted in the same location.

4.5. Trees recognised in a Significant Tree Register for scientific, social, horticultural or aesthetic reasons shall be recognised, protected and retained in the landscape.

4.6. The City will engage with the public through consultation, publications, and community planting and education programs to raise awareness of the benefits and management of trees.

DRAFT

5. Tree Removal

5.1. Trees will not be removed to facilitate views (including advertising signs), off-street parking, installation of solar panels or awnings or to reduce the impact from any bird / bat / other animal waste or noise.

5.2. Risk to public safety and property will take priority in tree removal decisions in emergency situations.

5.3. The removal of trees will only be considered when:

5.3.1. removal is the only option to mitigate a high or extreme risk as determined by a city arborist; or

5.3.2. the tree is dead or in decline and unlikely to recover; or

5.3.3. the tree is causing damage to infrastructure or property and there is no reasonable option to otherwise resolve the issue; or

5.3.4. the tree is affected by development and there is no other design option available.

5.3.4.1. If a person wishes to remove a tree an application must be made in writing to the City.

5.3.4.2. Removal can only occur if the applicant agrees to pay all costs, including removal and the tree canopy contribution value calculated in accordance with Section 6 below.; or

5.3.5. the tree/s unable to be maintained to meet Electricity Safety (Electric Line Clearance) Regulations 2015 (as amended from time to time) and other relevant statutory requirements; or

5.3.6. the removal of trees is required to facilitate renewal of the street or reserve.

5.4. Where a tree has been removed, and the site is suitable for replanting, a replacement tree will be established in future planting seasons.

5.5. In relation to the removal of trees to facilitate the development of community infrastructure on Council Owned or Managed Land, consideration will be given as to whether community engagement in accordance with Council's Community Engagement Policy should be carried out.

6. Tree Canopy Contribution Requirements

6.1. If a tree is removed to facilitate private or public works a tree canopy contribution value will be applied to the tree.

6.2. The tree canopy contribution value is calculated using the following methodology:

(volume of tree canopy removed/volume of an average 5-year-old tree) x Tree Planting and Establishment charge = tree canopy contribution Value

6.3 All money collected through the application of tree canopy contribution values will be used to improve tree canopy cover.

6.4 The person or entity applying for removal of a tree/s is responsible for payment of all costs associated with the removal of the tree, including payment of the tree canopy contribution. The tree canopy contribution must be paid prior to the removal of the tree.

DRAFT

7. Tree root interactions with public and private infrastructure

7.1. All development and construction works must make allowances for the protection of Council-owned or managed trees on nature strips and reserves during the planning, design and implementation process.

7.2. When tree roots are reported to be interfering with private infrastructure, investigations will be undertaken in accordance with the City's adopted risk reporting method.

7.3. It is the responsibility of the asset owner to maintain underground pipes, so they are fully sealed to prevent tree root ingress.

7.4. Practical solutions will be sought to reduce the risk of damage to infrastructure from public trees. Tree removal will only be considered if no practical arboricultural solution can be found.

8. Native Tree Management

8.1. The importance of indigenous and native tree species is recognised and the City will seek to enhance indigenous biodiversity where possible.

8.2. Opportunities to integrate environmental outcomes such as promotion of habitat into tree management programs will be sought.

8.3. Native trees will be planted in recognised indigenous biodiversity corridors and catchment areas

8.4. When planting on rural roadsides species selection will consider the local Ecological Vegetation Class for appropriate species selection.

8.5. Coastal communities are home to significant stands of indigenous tree species. These populations will be reinforced through ongoing planting programs

DRAFT

Implementation of this Policy

MONITORING AND REPORTING

The Responsible Officer monitors compliance with this policy and is responsible for reporting to Council.

The Responsible Officer will report to Council quarterly via the Council Plan Quarterly Report.

ADVICE AND ASSISTANCE

The Responsible Officer for this policy manages the provision of advice to the organisation regarding this policy.

A person who is uncertain how to comply with this policy should seek advice from this person or from their Manager.

RECORDS

The City must retain records associated with this policy and its implementation for at least the period shown below.

Record	Retention / Disposal Authority	Retention Period	Location
Significant Tree Register	Coordinator - Tree Management	Seven years	Parks Gardens Reserves and Foreshore - Reports
Parks Planning Referrals	Parks Planning Officer	Seven years	Community Laws Management – Planning and Strategy
Tree Planting Program	Tree Planting Supervisor	Seven years	Parks Gardens Reserves and Foreshore – Projects and Programs
Tree Maintenance Program	Coordinator Tree Management	Seven years	Parks Gardens Reserves and Foreshore – Projects and Programs

REVIEW

The City should review and, if necessary, amend this policy within four years of the approval date or sooner if required.

REFERENCES

- City of Greater Geelong, *Biodiversity Strategy*, 2003
- City of Greater Geelong, *Community Engagement Policy*, 2021
- City of Greater Geelong, *Environment Management Strategy*, 2020
- City of Greater Geelong, *Municipal Road Management Plan*, 2018
- City of Greater Geelong, *Neighbourhood Amenity Local Law 2014*, 2014
- City of Greater Geelong, *Stormwater Services Strategy 2020-2030*, 2019
- City of Greater Geelong, *Sustainability Framework* 2020,
- City of Greater Geelong, *Urban Forest Strategy*, 2015
- COAG standing Council on Environment and Water, *Australia's Native Vegetation Framework*, 2012
- National Trust, *Register of Significant Trees*, 2014
- Standards Australia, AS4970-2009 *Protection of trees on development sites*, 2009
- Standards Australia, AS4373-2007 *Pruning of amenity trees*, 2007

DRAFT

- Standards Australia, AS2303-2018 *Tree stock for landscape use*, 2018
- Victorian Government Gazette, *Code of Practice for Management of Infrastructure in Road Reserves – Victoria*, 28 April 2016
- Victorian Government Gazette, *Electricity Safety (Electric Line Clearance) Regulations 2015*, 23 June 2015
- Victoria State Government, *Bioregions and EVC benchmarks*, 2020
- Victoria State Government, *Environment Protection and Biodiversity Conservation Act* 1999
- Victoria State Government, *Flora and Fauna Guarantee Act* 1988
- Victoria State Government, *Greater Geelong Planning Scheme*, 2020
- Wadawurrung People, *Caring for Country*, 2020

DRAFT

THE CITY OF
GREATER GEELONG

DRAFT TREE MANAGEMENT POLICY
ENGAGEMENT SUMMARY REPORT

CITY OF GREATER GEELONG

Date of issue: 11 November 2022

COMMUNITY ENGAGEMENT - INTERIM RESULTS SUMMARY

ENGAGEMENT CAMPAIGN

On 27 September 2022, Council endorsed the release the Draft Tree Management Policy for community consultation for a period of four weeks.

The community engagement campaign opened on 28 September 2022 and closed on 28 October 2022.

ENGAGEMENT ACTIVITIES AND TOOLS

The following activities and tools were employed to support the community engagement:

- Media release announcing the release of the Draft Policy.
- Communications to promote the engagement through social media.
- Dedicated community engagement page to review the draft Policy and to 'have your say'. The page was inclusive of the full plan, 13 summary network reports, project timelines and background information.
- The surveying tool was used to gauge overall sentiment and gather constructive feedback from contributors.

The following provides a summary of respondent sentiment towards the overall Draft Policy.

The survey was addressed in two sections, a quick survey poll and a feedback form.

Quick survey poll responses received:
45 / 53% overall positive

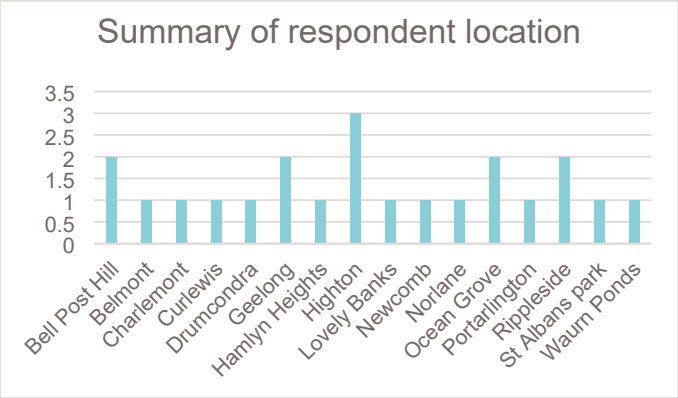
Q: Do you support the proposed changes to the Tree Management Policy?

Feedback form responses received:
24 / 87% overall positive

Q: **Do you support the change?** *(asked for each change)*
Q: Can you tell us why you don't support the change to …?
Q: Is there anything else you would like us to consider?

Please note - the results in the quick poll show, that while positive, a lower percentage support. This in part may be due to people who may not have been as informed about the policy using the quick poll but not going further to provide more detailed feedback.

LOCATION
The following provides a summary overview of respondent location.



Q: To help us with your feedback, can you please select the suburb you live?

WHAT WE HEARD – THEMES AND VERBATUM COMMENTS

SUMMARY FEEDBACK

The following represents a summary of feedback themes and comments provided by respondents; and outlines the response relative to the final Tree Management Policy.

Please note – there may be more than one feedback theme or comment per respondent. The total number of respondents in relation to each feedback theme is shown for context.

CHANGES	SUMMARY/COMMENTS	RESPONSE/ACTION IN FINAL POLICY
The name of the policy changed to 'Public Tree Management Policy' to clarify that the policy applies to City owned and managed trees. (n=22)	• 19 respondents support the change. 3 respondents do not support the change	The strong overall support from our community and key stakeholders has demonstrated that the proposed name change is appropriate. The term 'management' has been retained as urban trees have management requirements under legislation that have to be met. Council is currently compiling a report that will outline options for enhancing protection of trees on private land in urban environments within Greater Geelong and identify the process/s for introduction of any such initiatives, should Council wish to pursue them. This report should be complete in July 2023.
	• This disguises a reduction in the scope of the Tree Policy so it has even less application to trees on private land. The Council should be working to implement changes to the Planning Scheme and introduce a local law to protect existing trees.	
	• I think it should just be called the "trees policy" so people feel less compelled to "manage" or "interfere" with the growing/living of trees	
The term 'offset value' has been changed to 'Tree Canopy Contribution' to differentiate the contribution from Native vegetation offsets	• 21 respondents support the change. 2 respondents do not support the change	The strong overall support from our community and key stakeholders has demonstrated that the proposed name change is appropriate. We have retained the term contribution as this represents the

(n=23)		contribution that an individual or entity makes to compensate the community for the canopy lost to facilitate works.
	• I do prefer the name "Tree Canopy Contribution" to what it was but it's still so transactional and measured sounding. What not just talk about "Tree Canopies"	
Section 6 added to clarify the Tree Canopy Contribution requirements (n=20)	• 17 respondents support the change. 3 respondents do not support the change	The strong overall support from our community and key stakeholders has demonstrated that the proposed clarification of the Tree Canopy Contribution process is appropriate. The costs charged reflect what is required to replace the canopy lost as soon as the trees are planted. This has been in place and accepted by the wider community for many years.
	• I think there needs to be much higher contribution of tree canopy cover	
	• The costs charged should be the tree replacement costs.	
Clauses 3.5 and 3.6 added to Section 3 Tree Maintenance to clarify the extent a tree canopy will be pruned. (n=21)	• 18 respondents support the change. 3 respondents do not support the change	The strong overall support from our community and key stakeholders has demonstrated that the proposed clarification of the extent a tree canopy will be pruned is appropriate. Best arboricultural practices require trees are pruned to the minimum extent possible. At times this conflicts with legislated clearance requirements. The City works to balance these competing requirements by utilising qualified arborists to undertake works. For people who live in urban environments, it is appropriate to expect that some degree of house and grounds maintenance will be required in order to appreciate and retain the social, financial, aesthetic and environmental benefits of having trees in an urban environment.
	• I still think the "pruning" of most trees is excessive	
	• Private owners should have the right to remove tree canopies that encroach on their property at their discretion. Also, property owners should not have to deal with dropping from publics tree onto their property.	
SECTION FEEDBACK		
Section 2 Tree Planting (n=6)	• Trees should be planted in line with the policy as described, for the benefit of the community. Planting positions should be advantageous to the community, and if in doing do so blocks someone's view of the water, that should be viewed as secondary	The ongoing renewal of our existing urban forest is integral in achieving a cool green city. The following policy statement has been adopted to reflect his importance: *New plantings in reserves will not be prevented on the grounds of impeding*

		access to a view, however species selection and placement will be considered to frame and complement the landscape.
	• More evergreens	We select tree species to provide a diverse and resilient tree population. To do so we will plant both evergreen and deciduous species where appropriate.
	• Include a statement that locations for tree planting on reserves will not be influenced by resident views	The ongoing renewal of our existing urban forest is integral in achieving a cool green city. The following policy statement has been adopted to reflect his importance: *New plantings in reserves will not be prevented on the grounds of impeding access to a view, however species selection and placement will be considered to frame and complement the landscape.*
	• COGG would be welcome to engage with community members who are willing to support and increase the tree numbers in their neighbourhood. The responses I have had from city employees on this issue has been woeful.	Residents are welcome to request tree planting via our customer service team. The City will confer with any resident living adjacent the site to confirm the species and location are preferred by the resident.
	• Tree succession planting in public spaces is required as tree populations in older parks age and need replacing. I strongly support planting for improving native vegetation cover and biodiversity in new areas where the native vegetation has been cleared.	Feedback is consistent with Tree Management Policy and noted with thanks. If any specific sites would benefit from more trees new planting can be requested via our customer service team.
Section 3 Tree Maintenance (n=1)	• Weed around planted trees and mulch them more and removed guards and infill plant more	The City maintains newly planted trees for two years, including weed and mulch control. If specific sites need attention these can be reported via our customer service team.
Section 4 Tree Protection (n=2)	• I believe all trees should be protected not just indigenous trees or native trees. we should have more than one	Council is currently compiling a report that will outline options for enhancing protection of trees on

	opinion as to whether a tree is a weed or not for example willows and poplars and ash have been removed on the Barwon river during a drought	private land in urban environments within Greater Geelong and identify the process/s for introduction of any such initiatives, should Council wish to pursue them. This report should be complete in July 2023. The Corangamite Catchment Management Authority is responsible for weed management along the Barwon River through Geelong.
	• Trees with hollows on developer land should be protected - we saw so many trees with nesting lorikeets destroyed in Charlemont and Armstrong Creek	The retention of trees on land proposed for development takes into consideration the habitat value of the tree, as well as native vegetation quality, extent and connectivity to the landscape.
Section 5 Tree Removal (n=5)	• Introduce a Local Law to require approval for canopy tree removal on private or public land.	Council is currently compiling a report that will outline options for enhancing protection of trees on private land in urban environments within Greater Geelong and identify the process/s for introduction of any such initiatives, should Council wish to pursue them. This report should be complete in July 2023.
	• Firm and on-going education of incoming people & builders is needed: The first thing they do is cut down mature/established trees...HELP!	Council is currently compiling a report that will outline options for enhancing protection of trees on private land in urban environments within Greater Geelong and identify the process/s for introduction of any such initiatives, should Council wish to pursue them. This report should be complete in July 2023.
	• There is often community angst when a tree in a park or reserve is to be removed. I would like to recommend that where appropriate another tree is replaced in it's place during the following planting season.	Feedback is consistent with Tree Management Policy and noted with thanks. If any specific sites would benefit from more trees new planting can be requested via our customer service team.
	• The payment for illegal tree removal should ALWAYS be the maximum when it is done for improving a view!	The City takes illegal tree removal very seriously and will investigate any reported incidents, infringements are pursued when there is sufficient evidence.
	• Trees encroaching on private property be trimmed/removed.	Trees in the urban environment provide many social, financial and environmental benefits to the local community and residents. To maximise the benefits and maintain a safe and healthy population trees are pruned to the minimum extent required.

Section 6 Tree Canopy Contribution (n=1)	• No comment recorded	
Section 7 Tree root interactions with public and private infrastructure (n=2)	• Better planning, maintenance of & possible removal of trees & plants to make walking paths or areas lacking these more safe & accessible	The City undertakes proactive inspections of our trees every three years and our footpaths are inspected in line with the inspection regime set in the City's Road Management Plan to ensure they are safe and accessible. Any changes that occur between inspections may be reported via our customer service team.
	• The City should take responsibility for damage or annoyances caused to private properties as a result of the trees they plant.	If you are concerned about a public tree managed by the City, please submit a request via our customer service team and we will investigate and contact you to discuss the outcome.
Section 8 Native Vegetation Framework **(n=4)**	• Eastern Park should be transformed from the current ornamental style gardens into more grassy woodlands/ heath and endemic species with more ground cover planting. Additionally more ground cover plantings should be considered in street scapes to enhance	Thank you for the suggestion regarding Eastern Park, it has been noted for future planning of the gardens. If residents wish to plant ground cover plantings in their nature strip they can refer to our Approved alternative nature strip surface guidelines on our website.
	• I suggest you study the work of Dr Akira Miyawaki and plant a network of tiny forests across the city.	Geelong's Plan for Nature will identify opportunities for creating biolinks across the city to facilitate the movement of wildlife around the city. This feedback has been added to the consultation process that is currently open until 16 January.
	• Look for opportunities to include food trees for indigenous wildlife	Geelong's Plan for Nature will identify opportunities for increasing food for indigenous wildlife. This feedback has been added to the consultation process that is currently open until 16 January.
	• Would like you to consider using the term "rewilding". Rewilding is a progressive approach to conservation. It's about letting nature take care of itself, enabling natural processes. Particularly for regional reserves and roadside trees that are habitat.	Geelong's Plan for Nature will identify opportunities for rewilding. This feedback has been added to the consultation process that is currently open until 16 January.

NEXT STEPS

Next steps should include the following types of points:

- Providing a report and the results to council for their deliberation and decision-making
- We will inform respondents of any decisions made or changes after the December Council Meeting.

THE CITY OF
GREATER GEELONG

PUBLIC TREE MANAGEMENT COUNCIL POLICY

VERSION: 2

Approval Date: DD Month YYYY of official approval

Approved by: Council

Review Date: DD Month YYYY – generally 4 years from approval date unless shorter review period required

Responsible Officer: Director City Services

Authorising Officer: Chief Executive Officer

CITY OF GREATER GEELONG

Contents

Introduction 3

PURPOSE 3

Scope 3

Definitions 4

Term used in Policy 4

Policy.....6

Implementation of this Policy.....11

Monitoring and reporting 11

Advice and assistance 11

Records 11

Review 11

D22-281464

Introduction

PURPOSE

The purpose of this policy is to ensure the management of trees within City of Greater Geelong improves our urban forest, enhances canopy cover and builds connections with native vegetation. It establishes when the City will plant, prune or remove a tree and what measures must be undertaken to protect and enhance the tree population.

The planning and management of trees in accordance with this policy will give due consideration to protecting Aboriginal culture and heritage. This will include raising awareness and compliance with the *Aboriginal Heritage Act 2006* and *Aboriginal Heritage Regulations 2018*. Council acknowledges that certain native trees can be important to cultural heritage places and are a significant part of the heritage of all Australians.

SCOPE

This policy applies to all City officers in relation to all trees within the City of Greater Geelong located on Council owned and managed land.

Definitions

This section defines the key terms used in this policy.

Term used in Policy

CANOPY TREE

A tree with spreading branches that is greater than 6 metres in height at maturity.

CITY

The City of Greater Geelong organisation, led by the CEO.

CONSTRUCTION WORKS

Any work carried out in connection with the construction, alteration, conversion, fitting-out, commissioning, renovation, repair, maintenance, refurbishment, demolition, decommissioning or dismantling of a structure, road or preparation of a building site and its surrounds.

COUNCIL

The City of Greater Geelong Council comprised of elected councillors and led by the Mayor.

COUNCIL OWNED AND MANAGED LAND

Land within the City of Greater Geelong Council that is owned or managed by the City, either developed or otherwise.

DEVELOPMENT WORKS

Real estate development, property development, service installation and changes to land use.

DIVERSITY

The inclusion of individual trees representing a variety of genetic family, species and age class to build resilience from disease and ensure continuous canopy through succession.

ECOLOGICAL VEGETATION CLASS

Ecological Vegetation Classes are the 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.

ELT

The Executive Leadership Team of the City, as constituted from time to time.

HABITAT TREE

Live or dead trees managed to provide ecological niches (microhabitats) such as cavities, bark pockets, large dead branches, cracks, sap runs, or trunk rot.

INDIGENOUS BIODIVERSITY

describes the variety and diversity of all life that originates or occurs naturally in a particular place. This includes individual trees and other species that are special to Greater Geelong

SUITABLY QUALIFIED ARBORIST

An arborist who holds recognised qualifications in arboriculture, appropriate to the task they are undertaking as per the appropriate legislation or Australian Standard.

TREE

a long lived woody perennial plant, with one or relatively few main stems or trunks.

Policy

The City of Greater Geelong is Victoria's second largest city, 75km southwest of Melbourne. The City contains a mix of coastal, country and suburban communities that are home to over 150,000 trees. These trees provide many social, economic and environmental benefits. They beautify and soften streetscapes, provide wildlife habitat and play a significant role in determining the urban character of our city. Trees are critical in the maintenance of a healthy urban environment as they produce oxygen, trap airborne pollutants and absorb carbon dioxide.

Trees form an essential part of a healthy urban environment. Urban ecology applies to the genes, species and communities of all species within the municipality including trees and plants indigenous to the local area, Australian natives and introduced tree species. Locally indigenous plants and animals require dedicated attention and resources if they are to be conserved and must be protected and enhanced as a priority. Trees provide opportunities to expand the range, habitat and connections between biodiversity conservation areas and are an essential part of achieving good urban ecology outcomes.

The City of Greater Geelong's Urban Forest Strategy presents a vision that 'Geelong will be a cool green city for the future', this supports the objectives of the Sustainability Framework to 'green our urban spaces'. To support this vision and ensure consistency and the best community outcome when managing trees, the Tree Management Policy has been divided into seven key areas:

1. Planning
2. Tree Planting
3. Tree Maintenance
4. Tree Protection
5. Tree Removal
6. Tree Canopy Contribution Requirements
7. Tree root interactions with public and private infrastructure
8. Native Vegetation and Biodiversity

1. Planning

1.1. All strategic, development and construction work within the municipality must consider trees as early as possible in the design of the project to ensure the protection of existing trees and alignment with the Urban Forest Strategy and Sustainability Framework.

1.2. The principles that will guide construction and development within the City include:

1.2.1. All design and construction work around trees must consider existing trees to ensure the retention and protection of canopy trees in accordance with Australian Standard 4970 Protection of Trees on Development Sites

1.2.2. All subdivision applications must identify and prioritise sufficient space for canopy tree planting and include tree zones in the functional layout plans in accordance with the Code of Practice for Infrastructure in Road Reserves.

1.2.3. All developments must be designed and built to accommodate a minimum of one mature canopy tree in the nature strip per residential block or every fifteen metres, regardless of the presence of a tree at the time of design and planning.

1.2.4. Engineering solutions that decrease compaction and increase water availability must be adopted to improve the growing environment for trees, and reduce conflicts with infrastructure

1.2.5. New buildings and associated infrastructure must be designed or located to minimise conflict with existing trees.

1.3. To improve and increase canopy cover in accordance with the Urban Forest Strategy, the largest species suitable for the site must be selected.

1.4. When designing streetscapes, trees that provide an appropriate scale, form and character for the neighbourhood and maximise beneficial environmental outcomes must be selected.

1.5. The City will build partnerships with local, state and federal organisations to help green and cool the city.

2. Tree Planting

2.1. Opportunities for planting will be proactively identified within streets and reserves to increase canopy cover across the municipality.

2.1.1. Planting will prioritise shading pathways and street and park infrastructure

2.1.2. Resident requests for planting will be assessed and if the site is found suitable a tree will be planted in the next available planting season.

2.2. The City will aim to plant at least one tree in front of every property frontage. Additional trees will be planted where there is appropriate space and site conditions.

~~2.2.~~2.3. New plantings in reserves will not be prevented on the grounds of impeding access to a view, however species selection and placement will be considered to frame and complement the landscape.

~~2.3.~~2.4. Species selection will consider the current and future environment of the site, the constraints specific to the site, the character of the neighbourhood, and diversity and resilience of the tree population

~~2.4.~~2.5. All tree stock will be grown in accordance with Australian Standard 2303 Tree Stock for Landscape Use

~~2.5.~~2.6. Council will advocate for greater tree planting on private land

3. Tree Maintenance

3.1. Best arboricultural practice must be applied at all times to promote a healthy and safe tree population. All pruning will be undertaken by a suitably qualified arborist in accordance with Australian Standard 4373 Pruning of Amenity Trees

3.2. Street and park tree inspections and pruning will be undertaken on a regular basis to improve tree health and safety and to provide clearances for pathways, roads, buildings and other essential infrastructure.

3.3. Trees will be inspected and pruned to ensure compliance with the Electricity Safety (Electric Line Clearance) Regulations 2015 (as amended from time to time) and other relevant statutory requirements.

3.4. Tree/s will not be pruned to facilitate views, to provide solar access to solar panels or gardens or to reduce the impact from wildlife waste or noise.

3.5. The dropping of leaves, fruit or other debris by trees ordinarily will not provide the basis for the removal or pruning of a street or park tree.

3.6. Tree canopies will not be pruned completely clear of property boundaries unless it is required to maintain the arboricultural health or safety of the tree.

3.7. New technology in the field of arboriculture will be incorporated into management and maintenance techniques where appropriate.

3.8. Trees in areas of environmental significance will be managed to promote safety, the environmental values of the site and habitat opportunities for wildlife

4. Tree Protection

4.1. The City will work with developers to protect as many mature trees as is feasibly possible

4.2. All development applications must include all information necessary to allow a full assessment of the potential impacts on trees to be retained, on or adjacent the site.

4.3. All trees will be protected in accordance with Australian Standard 4970 for the Protection of Trees on Development Sites. Developers are required to meet all costs related to tree protection.

4.4. Council owned and managed trees are protected under the Neighbourhood Amenity Local Law. The City's Local Laws team will investigate and pursue enforcement for any vandalism or unauthorised works to trees.

4.4.1. Trees that do not survive works will be retained as habitat trees where appropriate or a new tree will be replanted in the same location.

4.5. Trees recognised in a Significant Tree Register for scientific, social, horticultural or aesthetic reasons shall be recognised, protected and retained in the landscape.

4.6. The City will engage with the public through consultation, publications, and community planting and education programs to raise awareness of the benefits and management of trees.

5. Tree Removal

5.1. Trees will not be removed to facilitate views (including advertising signs), off-street parking, installation of solar panels or awnings or to reduce the impact from any bird / bat / other animal waste or noise.

5.2. Risk to public safety and property will take priority in tree removal decisions in emergency situations.

5.3. The removal of ~~individual street and park~~ trees will only ~~occur~~ be considered when:

5.3.1. removal is the only option to mitigate a high or extreme risk as determined by a city arborist; or

5.3.2. the tree is dead or in decline and unlikely to recover; or

5.3.3. the tree is causing damage to infrastructure or property and there is no reasonable option to otherwise resolve the issue; or

5.3.4. the tree is affected by development and there is no other design option available.

5.3.4.1. If a person wishes to remove a tree an application must be made in writing to the City.

5.3.4.2. Removal can only occur if the applicant agrees to pay all costs, including removal and the tree canopy contribution value calculated in accordance with Section 6 below.; or

5.3.5. the tree/s unable to be maintained to meet Electricity Safety (Electric Line Clearance) Regulations 2015 (as amended from time to time) and other relevant statutory requirements; or

5.3.6. the removal of trees is required to facilitate renewal of the street or reserve.

5.4. Where a tree has been removed, and the site is suitable for replanting, a replacement tree will be established in future planting seasons.

~~5.4.~~5.5. In relation to the removal of trees to facilitate the development of community infrastructure on Council Owned or Managed Land, consideration will be given as to whether community engagement in accordance with Council's Community Engagement Policy should be carried out.

6. Tree Canopy Contribution Requirements

6.1. If a tree is removed to facilitate private or public works a tree canopy contribution value will be applied to the tree.

6.2. The tree canopy contribution value is calculated using the following methodology:

(volume of tree canopy removed/volume of an average 5-year-old tree) x Tree Planting and Establishment charge = tree canopy contribution Value

6.3 All money collected through the application of tree canopy contribution values will be used to improve tree canopy cover

6.4 The person or entity applying for removal of a tree/s is responsible for payment of all costs associated with the removal of the tree, including payment of the tree canopy contribution. The tree canopy contribution must be paid prior to the removal of the tree.

7. Tree root interactions with public and private infrastructure

7.1. All development and construction works must make allowances for the protection of Council-owned or managed trees on nature strips and reserves during the planning, design and implementation process.

7.2. When tree roots are reported to be interfering with private infrastructure, investigations will be undertaken in accordance with the City's adopted risk reporting method.

7.3. It is the responsibility of the asset owner to maintain underground pipes, so they are fully sealed to prevent tree root ingress.

7.4. Practical solutions will be sought to reduce the risk of damage to infrastructure from public trees. Tree removal will only be considered if no practical arboricultural solution can be found.

8. Native Tree Management

8.1. The importance of indigenous and native tree species is recognised and the City will seek to enhance indigenous biodiversity where possible.

8.2. Opportunities to integrate environmental outcomes such as promotion of habitat into tree management programs will be sought.

8.3. Native trees will be planted in recognised indigenous biodiversity corridors and catchment areas

8.4. When planting on rural roadsides species selection will consider the local Ecological Vegetation Class for appropriate species selection.

8.5. Coastal communities are home to significant stands of indigenous tree species. These populations will be reinforced through ongoing planting programs

Implementation of this Policy

MONITORING AND REPORTING

The Responsible Officer monitors compliance with this policy and is responsible for reporting to Council.

The Responsible Officer will report to Council quarterly via the Council Plan Quarterly Report.

ADVICE AND ASSISTANCE

The Responsible Officer for this policy manages the provision of advice to the organisation regarding this policy.

A person who is uncertain how to comply with this policy should seek advice from this person or from their Manager.

RECORDS

The City must retain records associated with this policy and its implementation for at least the period shown below.

Record	Retention / Disposal Authority	Retention Period	Location
Significant Tree Register	Coordinator - Tree Management	Seven years	Parks Gardens Reserves and Foreshore - Reports
Parks Planning Referrals	Parks Planning Officer	Seven years	Community Laws Management – Planning and Strategy
Tree Planting Program	Tree Planting Supervisor	Seven years	Parks Gardens Reserves and Foreshore – Projects and Programs
Tree Maintenance Program	Coordinator Tree Management	Seven years	Parks Gardens Reserves and Foreshore – Projects and Programs

REVIEW

The City should review and, if necessary, amend this policy within four years of the approval date or sooner if requried.

REFERENCES

- City of Greater Geelong, *Biodiversity Strategy*, 2003
- City of Greater Geelong, *Environment Management Strategy*, 2020
- City of Greater Geelong, *Municipal Road Management Plan*, 2018
- City of Greater Geelong, *Neighbourhood Amenity Local Law 2014*, 2014
- City of Greater Geelong, *Stormwater Services Strategy 2020-2030*, 2019
- City of Greater Geelong, *Sustainability Framework* 2020,
- City of Greater Geelong, *Urban Forest Strategy*, 2015
- COAG standing Council on Environment and Water, *Australia's Native Vegetation Framework*, 2012
- National Trust, *Register of Significant Trees*, 2014
- Standards Australia, AS4970-2009 *Protection of trees on development sites*, 2009
- Standards Australia, AS4373-2007 *Pruning of amenity trees*, 2007
- Standards Australia, AS2303-2018 *Tree stock for landscape use*, 2018

- Victorian Government Gazette, *Code of Practice for Management of Infrastructure in Road Reserves – Victoria*, 28 April 2016
- Victorian Government Gazette, *Electricity Safety (Electric Line Clearance) Regulations 2015*, 23 June 2015
- Victoria State Government, *Bioregions and EVC benchmarks*, 2020
- Victoria State Government, *Environment Protection and Biodiversity Conservation Act* 1999
- Victoria State Government, *Flora and Fauna Guarantee Act* 1988
- Victoria State Government, *Greater Geelong Planning Scheme*, 2020
- Wadawurrung People, *Caring for Country*, 2020

2.7. Community Life Council Advisory Committees Annual Report 2022

Source: **Community Life**
Director: **Robyn Stevens**

Purpose

1. To note the Community Life Council Advisory Committees Annual Report 2022.

Background

2. Council Advisory Committees play a significant role supporting Councillors by providing advice on community and Council priorities within respective portfolios.
3. This is achieved through identifying barriers to participation and inclusion in community and civic life, providing advice to Council on social equity principles of access, diversity, inclusion and equality and providing advice and information to Council on social, policy and political trends relevant to the City's key priorities.

Key Matters

4. Some key achievements for the committees in 2022 include:

    4.1. Kilangitj Aboriginal Advisory Committee advised on a community conversation around January 26 and what it means for First Nations' communities;

    4.2. Ageing Well Advisory Committee informed the engagement for, and draft of, the Positive Ageing Action Plan;

    4.3. Affordable Social Housing Advisory Committee advised on and reviewed actions about the transfer of Council-owned land for social housing;

    4.4. Access and Inclusion Advisory Committee advised on a range of projects including the Green Spine Master Plan and the Better Bike Connections Project;

    4.5. Women in Community Life Advisory Committee advised on International Women's Day and the Women in Community Life Awards 2022; and

    4.6. Multicultural Action Plan Advisory Committee advised on the implementation of the Multicultural Action Plan 2018-22 and development of the new plan.

    4.7. A review of Council's Advisory Committees will occur in Year 2023.

RESOLUTION - Item 2.7

Cr Mason moved, Cr Moloney seconded -

That Council:

1. **Note the Community Life Council Advisory Committees Annual Report 2022; and**

2. **Acknowledge the work of, and thank all, Advisory Committee members.**

Carried

Financial Sustainability

5. Activities related to the work of Advisory Committees are funded by relevant departments within existing resources and budget. Any actions that require additional funding will form a business case as part of the annual budget process.

Community Engagement

6. The Advisory Committee membership consists of independent community representatives and a range of organisations and stakeholders.

Social Equity and Sustainability

7. Council Advisory Committees:

    7.1. Play a significant and meaningful role supporting Councillors by providing specialist advice on community and Council priorities; and

    7.2. Have strategic alliance and alignment to Councillor portfolios, Our Community Plan 2021-25 priorities and the priority groups identified in the Social Equity Framework 2022-25.

Relevant Law/Policy/Legal Implications

8. The work of the Advisory Committees aligns with:

    8.1. *Local Government Act 2020;*

    8.2. The City of Greater Geelong Community Engagement Policy;

    8.3. The Victorian Charter of Human Rights and Responsibilities (2006);

    8.4. REFLECT - Reconciliation Action Plan;

    8.5. Access and Inclusion Action Plan 2018-22;

    8.6. Ba-gurrk Gender Equity Framework 2019-22;

    8.7. Social Housing Plan 2020-40;

    8.8. Positive Ageing Strategy 2021-47;

    8.9. *Gender Equality Act 2020;* and

    8.10. Social Equity Framework 2022-25.

Alignment to Community Plan and Vision

9. This report aligns with Our Community Plan 2021-2025 strategic priority:
Healthy, caring and inclusive community.
High-performing council and organisation.

10. 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

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

Risk Assessment

12. There are no high or extreme risks arising from the subject of this report.

Environmental Sustainability

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

Attachments

1. Dec 2022 Council Agenda Community Life Council Advisory Committees Ann (1) [**2.7.1** - 15 pages]

THE CITY OF
GREATER GEELONG

COMMUNITY LIFE COUNCIL ADVISORY COMMITTEES

ANNUAL REPORT 2022

CITY OF GREATER GEELONG

Contents

Acknowledgement of Country 3
Note on the Future Committees 3
Kilangitj Aboriginal Advisory Committee 4
Background 4
Terms of Reference and Committee Composition 4
Meetings 4
Activities and Achievements 4
Future Activities 4
Ageing Well Advisory Committee 6
Background 6
Terms of Reference and Committee Composition 6
Meetings 6
Activities and Achievements 6
Future Activities 6
Affordable Social Housing Advisory Committee 8
Background 8
Terms of Reference and Committee Composition 8
Activities and Achievements 8
Future Activities 8
Access & Inclusion Advisory Committee 10
Background 10
Terms of Reference and Committee Composition 10
Meetings 10
Activities and Achievements 10
Future Activities 10
Women in Community Life Advisory Committee 12
Background 12
Terms of Reference and Committee Composition 12
Meetings 12
Activities and Achievements 12
Future Activities 12
Multicultural Action Plan Advisory Committee 14
Background 14
Terms of Reference and Committee Composition 14
Meetings 14
Activities and Achievements 14
Future Activities 14

List of tables

Table 1: Kilangitj Aboriginal Advisory Committee Members 5
Table 2: Ageing Well Advisory Committee Members 7
Table 3: Affordable Social Housing Advisory Committee Members 9
Table 4: Access & Inclusion Advisory Committee Members 11
Table 5: Women in Community Life Advisory Committee Members 13
Table 6: Multicultural Action Plan Advisory Committee Members 15

ACKNOWLEDGEMENT OF COUNTRY

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

City of Greater Geelong is home to Victoria's largest Aboriginal and Torres Strait Islander community.

Greater Geelong lies within the lands of the Wadawurrung People, the Traditional Owners of the land that has been home to the oldest continuing culture in the world.

The City of Greater Geelong has a long history of working with the local Aboriginal Torres Strait Islander communities in the region, to promote the strength of the local First Nations culture as a vital aspect of the Geelong identity.

NOTE ON THE FUTURE COMMITTEES

In August 2022, Council approved the establishment of a LGBTQIA+ Advisory Committee, to provide advice to the City of Greater Geelong on equality and social inclusion of the LGBTQIA+ community. This committee will commence meeting in February 2023 and a report on this new committee will be included in the 2023 annual report.

Kilangitj Aboriginal Advisory Committee

BACKGROUND

Council resolved to form the Kilangitj Aboriginal Advisory Committee in February 2017. The primary purpose of the Committee is to provide advice to Council on how to conserve and promote the unique Aboriginal cultural heritage of Greater Geelong, and to act as an advocate for all cultural heritage matters within the Municipality.

The formation of the committee demonstrates the City's commitment to building strong partnerships with the Aboriginal Torres Strait Islander communities in the Geelong region.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The Kilangitj Aboriginal Advisory Committee acts in an advisory role to Council on First Nation matters across the municipality. It has no executive authority and operates in accordance with the terms of reference, which were adopted by Council in February 2017.

The terms of reference provide for a voting membership consisting of at least one Councillor (Chair), one representative from Wadawurrung Traditional Owners Aboriginal Corporation, Wathaurong Aboriginal Co-operative and other identified member organisations listed, two community representatives unaffiliated with any of these organisations, a non-Aboriginal Torres Strait Islander community group and City officers.

Member organisations can nominate an alternate delegate to ensure continuity of representation.

MEETINGS

The Committee meets four times a year with occasional working groups as required that report back to the Committee.

ACTIVITIES AND ACHIEVEMENTS

COVID-19 has once again impacted on many things this year and led to some clever and innovative achievements including the following activities guided by the Committee in 2022:

- Providing advice to Council in regard to Community Conversations for Jan 26.
- Council endorsement of the Uluru Statement of the Heart was supported by the Committee. A report was presented to Council in March seeking support and this was carried unanimously in the Council chamber. A letter was prepared and sent to the Prime Minister.
- An annual Reconciliation digital arts project, in partnership the Torch Program, a Victorian First Nation program to support men and women currently in the corrections systems to connect to their heritage and country through visual arts, also offering First Nation men and women an opportunity in the arts industries.
- NAIDOC Week events which included:
  - A virtual tour of the Geelong region. Developed together with Wadawurrung Traditional Owners Aboriginal Corporation and Wathaurong Aboriginal Co-operative.
  - A specially developed Geelong Australia web page featuring 23 selected sites that have significance not only to the local Aboriginal community but also to the wider community.
  - A modification of the Reconciliation Week digital art projections was displayed on City Hall during NAIDOC each evening.
  - The City website promoted other NAIDOC week events and activities that were occurring in our region.
  - The Torres Strait Islander flag flew at City Hall in addition to the Aboriginal flag which is flown on a permanent basis during Reconciliation Week and NAIDOC Week.
- The Committee were informed of the establishment of the First Nation Heritage Grant Program, a new $100,000 grant program initiated by Council to preserve, conserve and restore Aboriginal Cultural Heritage.
- A report on the 'Reflect' Reconciliation Action Plan was completed and endorsed by the City and Reconciliation Australia in June 2022.

FUTURE ACTIVITIES

- Analyse the feedback from the consultation and community forums held regarding Jan 26 and assist in framing recommendations for Council's future consideration.
- A review of the Terms of Reference for the Committee with a view to adopt a Co-Chair arrangement for the Committee.
- Continue to monitor progress of the Reflect Reconciliation Action Plan.

- Coordination of Wada Ngal, a cultural celebration event on Close the Gap Day in March.
- Provide advice on the development of the next Reconciliation Action Plan called “Innovate”.

Table 1: Kilangitj Aboriginal Advisory Committee Members

Organisation	Members
Wadawurrung Traditional Owners Aboriginal Corporation	Corrina Eccles, Traditional Owner
	Paul Davis, Chief Executive Officer
Wathaurong Aboriginal Co-operative	Simon Flagg, Chief Executive Officer
Barwon Health	Renee Owen, Program Manager Aboriginal Health
Geelong One Fire Reconciliation Group	Vicky Grosser
First Nations Community Members	Kaley Nicholson
City of Greater Geelong	Councillor Jim Mason, Chair
	Robyn Stevens, Director Community Life
	Janice Lane, Manager Healthy Communities
	Support officers

Ageing Well Advisory Committee

BACKGROUND

Council resolved to form the Ageing Well Advisory Committee in December 2019. The primary purpose of the Committee is to provide advice to Council on how to identify and advocate on issues impacting people as they age in the municipality of Greater Geelong, and to inform the development of the *Positive Ageing Strategy* for the City.

The formation of the Committee demonstrates the City's commitment to including and advocating for people as they age in the Geelong region. The committee is chaired by Councillor Sarah Mansfield and met online for 2022.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The Ageing Well Advisory Committee acts in an advisory role to Council on issues impacting people as they age across the municipality. It has no executive authority and operates in accordance with the terms of reference, which were adopted by Council in December 2019.

The terms of reference provide for a voting membership consisting of at least one Councillor (Chair), interested older people representing a range of community interests and City Officers.

MEETINGS

The Committee meets quarterly. Working groups are formed as required and report back to the Committee.

ACTIVITIES AND ACHIEVEMENTS

COVID-19 had less impact in 2022, enabling the delivery of the following activities which involved the Committee:

- Informing the engagement and draft of the *Positive Ageing Strategy Action Plan.*
- Advocating further for improved railing at GMHBA Stadium through Kardinia Park Trust.
- Supporting the transition from the October Seniors Festival to a five-month event called 'Activities for Positive Ageing', funded through the City's Positive Ageing Grants (formerly seniors festival grants). The new grant and events provide a direct connection to the Positive Ageing Strategy.
- Development of an age awareness campaign including:
  - Awareness raising about elder abuse.
  - Installations of STREETFACE posters and decals 'See me Respect me'.
  - Creating videos of the ageism awareness pledge for social media. Pledge videos included the Acting Mayor and Councillors, with the clip released on World Elder Abuse Day, June 15th, 2022. Another pledge video of the committee was released on ageism awareness day Oct 7th.
  - Snakes and ladders games morning discussing ageism online with the Council of the ageing (COTA).
  - Information sharing with secondary school students at Grovedale secondary college.

FUTURE ACTIVITIES

In accordance with the committee's terms of reference and ongoing role supporting the Positive Ageing Action Plan, the Advisory Committee will continue to advise Council on the Action Plan to:

- Reduce barriers linked to positive ageing in Geelong.
- Support the *Positive Ageing Action Plan*.
- Provide advocacy on ageism.
- Advocate for capital improvements to public spaces that support the needs of people as they age (for example the railing through the Kardinia Park Trust).

Table 2: Ageing Well Advisory Committee Members

Organisation	Members
Community Members	Ross Morgan
	Ross Synot OAM, JP, GCSJ
	Diana Brown
	Patricia Kimtia
	Geraldine Hughes-Jones
	Toni Clarke
	Dr Alicia Kennedy BSc BVMS
City of Greater Geelong	Councillor Sarah Mansfield, Chair
	Robyn Stevens, Director Community Life
	Mary McGorry, Manager Community Care
	Support officers

Affordable Social Housing Advisory Committee

BACKGROUND

In February 2020 Council endorsed the City of Greater Geelong's *Social Housing Plan 2020-2041*. The plan encompasses a range of actions which include the establishment of an advisory committee to advise Council on the implementation of the plan including issues and activities related to social and affordable housing, and to provide feedback on opportunities for an increase in the supply of social and affordable housing in Greater Geelong.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The committee includes 6-12 community members who are interested or invested in social housing and who are committed to supporting the development of a new social housing growth strategy for the Greater Geelong region. This includes people with lived or associated experience, experience in community service provision, experience in planning, construction and delivery or funding and philanthropy.

The committee meets quarterly with additional working group and special meetings scheduled as required. The Affordable Social Housing Advisory Committee has initially been established for two years with an extension beyond two years to be reviewed and considered by Council.

Since inception, a number of members have left the Advisory Committee, while others have arrived.

ACTIVITIES AND ACHIEVEMENTS

The implementation of the *Social Housing Plan 2020-2041* has required key foundational actions and innovative programs to which the committee has provided expert advice and feedback. The committee has completed four scheduled meetings, however, given the extent of work being undertaken under the plan, additional meetings have been required throughout 2022.

Key activities by the committee include:

- Providing advice in regard to establishment of the Geelong Affordable Housing Trust to hold assets related to social housing. Council resolved to establish the trust in April 2021 in line with the advice provided by the committee.
- Establishing a working group to provide the content for the City of Greater Geelong's submission to the Victorian Government's 10 Year Strategy for Social and Affordable Housing.
- Providing advice on matters related to negotiation approaches with private property developers, including reviewing a proposal around value uplift.
- Providing advice on an approach to modelling the impact of social housing across the municipality.
- Provided input into a community engagement strategy. This strategy focuses on engaging the community around the transfer of council-owned land to the proposed Geelong Affordable Housing Trust for the purposes of social housing.
- Provided input into other Council strategies including the Economic Development Strategy and the Social Equity Framework.
- Responding to the 'No Housing Options for Women' discussion paper.
- Advice around the Principles outlined in the draft Compact between the State Government (Homes Victoria) and The City of Greater Geelong.
- Received and reviewed updates from Homes Victoria in relation to the development of social housing projects in Geelong.
- Feedback on the Jan 26 Community Conversations project.

FUTURE ACTIVITIES

The continuation of the Committee for a further six-month period is currently being considered. Given the breadth of activity relating to the implementation of the Social Housing Plan 2020-2041, further input and advice would be helpful in 2023. This includes:

- Advise and review actions relating to the transfer of council-owned land for the purposes of social housing.
- Input and review of a communication and community awareness strategy to be developed in 2023.
- Provide input into next round of community engagement (strategy currently in development). This strategy will focus on engaging the community around the transfer of

council-owned land to the proposed Geelong Affordable Housing Trust for the purposes of social housing.

- Review the model for estimating the impact of social housing across the municipality.
- Working with Committee members around dissolving the formal Committee structure at the end 2022 with a view to continuing an ongoing relationship around specific projects in 2023.

Table 3: Affordable Social Housing Advisory Committee Members

Organisation	Members
Haven Home Safe	Trudi Ray
Deakin University	Louise Johnson
Department of Families, Fairness & Housing	Tony Jenkins
	Lisa Natoli
Homes Victoria	Andrew Read
Salvation Army	Kerrie Crtalic
Give Where you Live	Bill Mithen
	Grant Divall
	Natalie Walker
City of Greater Geelong	Councillor Sarah Mansfield, Chair
	Councillor Anthony Aitken
	Robyn Stevens, Director Community Life
	Janice Lane, Manager Healthy Communities
	Jessica Hurse, Manager Planning and Growth
	Support officers

Access & Inclusion Advisory Committee

BACKGROUND

The Access and Inclusion Advisory Committee was established by Council in 2003, and continues to offer a forum for structured dialogue, discussion and exchange of ideas regarding universal access and inclusion for people with a lived experience of disability.

The Access and Inclusion Advisory Committee advises us on matters affecting people with a lived experience of disability within the Greater Geelong municipality. It also supports the implementation of *The City of Greater Geelong Access and Inclusion Action Plan 2018–2022*.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The primary aim of the Access and Inclusion Advisory Committee is to act in an advisory role to Council to help make disability access and inclusion part of core business.

The committee operates according to its terms of reference and does not have the authority to change council policies or procedures, it can however, provide advice and recommendations on policy changes and provide input into projects and programs.

The terms of reference were updated this year and endorsed by Council on 27 September 2022 for a four-year term.

The committee consists of 6-10 members, one Councillor and City Officers. The term of committee membership is two years, at which time positions are declared vacant, with members having the option to reapply.

MEETINGS

The Committee meets every two months to advise on matters of disability access and inclusion within the Greater Geelong municipality. Meetings in 2022 have been held on-line, with hybrid meetings (combination of in-person and on-line) planned for 2023.

ACTIVITIES AND ACHIEVEMENTS

- Provided advice, recommendations and, where appropriate, site visits related to:
  - Green Spine Master Plan
  - Green Spine Concept Design
  - Building Better Bike Connections Project (multiple stages)
  - Accessibility of the Moorabool St toilets
  - Residential Parking Permit Policy
  - Wurriki Nyal design and functionality
  - Social Procurement Framework
  - Accessible Parking Permits Scheme eligibility for service dogs.
  - Landy Field Wood Pavilion
- Endorsed a letter to the Kardinia Park Trust in relation to disability access and inclusion in the extension of GMHBA stadium.
- Consulted on the revision of committee's terms of reference and were engaged in a related media article on the experience and impact of the committee.
- Provided representation at, and input into, the City's 26 January consultation process.
- Consulted on the City's:
  - Inclusive Imagery Project
  - Geelong Awards for People with a Disability
  - International Day of People with Disability Event

FUTURE ACTIVITIES

A new Access and Inclusion Advisory Committee will be recruited early in 2023. Having contributed to the accessible design of the Wurriki Nyal building, the committee looks forward to utilising the new building for hybrid meetings.

2023 will see the development of our next Access and Inclusion Action Plan. The Committee will be integral to the plan's development, as we embark on a co-design process.

In accordance with the committee terms of reference and ongoing role supporting the Access and Inclusion Action Plan, the Advisory Committee will continue to provide advice which:

- Reduce barriers to persons with a disability accessing goods, services and facilities.
- Reduces barriers to persons with a disability obtaining and maintaining employment.
- Promotes inclusion and participation in the community of persons with a disability.
- Achieves tangible changes in attitudes and practice which discriminate against persons with a disability.

- Evaluate the achievements in the current plan and provide advice on the development of the new plan.

Table 4: Access & Inclusion Advisory Committee Members

Organisation	Members
Recurrent Community Members	Rob Kuebler
	Oliver Lynch
	Dr Simon Morris
	Rachel Thompson
	Alex Holland
	Ainslee Hooper
	Prof Richard Tucker
	Kristen Davie
	Tegan Whitten
	Julie Brown
City of Greater Geelong	Councillor Anthony Aitken, Chair
	Robyn Stevens, Director Community Life
	Guy Wilson-Browne, Director City Services
	Amie Higgs, Manager Connected Communities
	Support officers

Women in Community Life Advisory Committee

BACKGROUND

Established in 2013, the purpose of the Women in Community Life Advisory Committee (WiCLAC) is to provide advice to Council on matters relating to women's participation, representation and leadership, to progress gender equity in the community.

The *Ba-gurrk Gender Equity Framework for the Greater Geelong Region*, endorsed by Council in February 2019, informs the direction of WiCLAC.

WiCLAC strengthens Council's commitment to the Victorian Local Government Women's Charter, which was endorsed by Council in 2010. Each key principle of this Charter assists to create a strong framework for action and change.

The Charter identifies three principles:

1. Gender Equity
2. Diversity
3. Active Citizenship.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The Committee consists of up to 12 community members plus City Officers. In 2022, the WiCLAC Terms of Reference were updated to reflect the Committee's objectives:

- To advise Council on the implementation of the *Ba-gurrk Gender Equity Action Plan* and on incorporating gender equity into other policy, strategy, or projects, as required.
- To increase recognition of the achievements and contributions of women from City of Greater Geelong.
- To increase active citizenship and leadership opportunities for women from all backgrounds.
- To identify opportunities, barriers and emerging issues related to participation, representation, recognition, safety and wellbeing of women in Geelong.
- To strengthen links between Council and women in the community, including organisations, networks, groups, and individuals.

In late 2022, expressions of interest were sought for committee members for the 2023-2024 term with the new committee to be confirmed by the end of the year.

MEETINGS

The Committee meets quarterly, with meetings held online during COVID-19 restrictions. Three members participate in a working group for the Women in Community Life Awards. This year the City also held the Women in Community Life Networking event, with advisory committee members, Women in Community Life Awards nominees and sponsors. This event was a chance to meet in person, after two years of online events and meetings.

ACTIVITIES AND ACHIEVEMENTS

The following activities have been undertaken by the committee in 2022:

- Hosted the 2022 International Women's Day (IWD) event (online).
- Facilitated the Women in Community Life Awards 2022 with 23 nominations in seven award categories.
- Provided input to the 'Housing Options for Women and Children Forum' in February 2022.
- Supported the 'Empowering Women 50/50 x 2025 Network' launch and Women in Local Democracy (WILD) Geelong forums, which are working towards gender parity in local council by 2025.
- Participated in the Candlelight Vigil campaign to remember those killed by family violence, and the 16 Days of Activism Against Gender Based Violence.
- Provided advice on the implementation of the Gender COVID-19 Impact Analysis implementation plan.
- Reviewed the Terms of Reference to strengthen the group's purpose, objectives and function.
- Provided in-depth input and advice on the development of a new annual action plan for Ba-gurrk Gender Equity Framework.

FUTURE ACTIVITIES

- New members to commence in January 2023.
- Ba-gurrk Annual Action Plan completion and launch.
- Supporting WILD's campaign for increased gender parity in local council elections 2024.
- Women in Community Life Awards and International Women's Day event, March 2023.
- Supporting the nomination of local women for other awards and honours.

- Continuing to provide advice to Council on incorporating gender equity into other policy, strategy, or projects.
- Sharing advocacy and information related to crisis and social housing for women.
- Strengthening WICLAC and Council connection to Respect 2040, the regional plan for promoting gender equity and preventing violence against women.
- Candlelight Vigil to remember those killed by family violence and the 16 Days of Activism Against Gender Based Violence.

Table 5: Women in Community Life Advisory Committee Members

Organisation	Members
Community Members	Christine Couzens, MP
	Emily Kerr
	Emma Cvitak
	Jenny Wills
	Kara Tieman
	Rachel Drady
	Shurlee Swain
	Simone Stevens
City of Greater Geelong	Councillor Belinda Moloney, Chair
	Robyn Stevens, Director Community Life
	Janice Lane, Manager Healthy Communities
	Support officers

Multicultural Action Plan Advisory Committee

BACKGROUND

The City endorsed the formation of the Multicultural Action Plan Working Group, which subsequently became an advisory committee through a Council resolution in 2010.

The Multicultural Action Plan Advisory Committee (MAPAC) provided advice and guidance to Council in the development and implementation of the City's inaugural Multicultural Action Plan 2011-2014.

The Committee has played a critical role to contribute to the planning and development of the Multicultural Action Plan 2018- 2022 and continues to provide advice on the implementation, promotion of the plan and supports the City to celebrate successes, milestones and participation of the multicultural community in civic life.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The central function of MAPAC is to provide advice and guidance to Council, special committees or staff with delegated powers on multicultural affairs in the implementation of the City's Multicultural Action Plan 2018-2022 and any ensuing plans and policies related to the multicultural community.

The MAPAC is an advisory committee to the City of Greater Geelong, and does not have delegated authority, reporting to Council as required.

The current Committee consists of up to 12 community members, with a minimum of seven, plus Council Officers.

MEETINGS

The Committee meets quarterly and provides advice to Council on barriers to participation, emerging issues, aspirations and initiatives to further progress multiculturalism in the Geelong community.

ACTIVITIES AND ACHIEVEMENTS

The following key milestones have been achieved with the guidance and support of the MAPAC:

- Advised on the implementation of the Multicultural Action Plan 2018-2022.
- Advised, connected and shared information and resources for CALD communities regarding the COVID-19 pandemic, restrictions and vaccination.
- Promoted and provided information for the City's community grants and other grant opportunities for CALD community groups.
- Promoted education, training and employment opportunities for CALD community groups.
- Online and social media campaign to celebrate Refugee Week.
- Promoted information on how to provide support to people from refugee backgrounds and people seeking asylum.
- Provided advice on the development of the City's Social Equity Framework.
- Promoted the partnership with the Victorian Equal Opportunities and Human Rights Commission on the Reducing Racism Project, including continued hosting the Anti-Racism Community Reporting Tool on the Geelong Australia website.
- Developed video resources on how to promote positive mental health and wellbeing and increase access to mental health support in the region in partnership with the Bluebird Foundation, Cultura, Western PHN, and Wellways.
- Supported this year's anti-racism forum organised by TrackC consulting entitled Racism: Raw and Real.
- Supported a Women's Health Week event for women from CALD backgrounds, in partnership with Cultura, Jean Hailes Centre for Women's Health, and CatholicCare.
- Members valued the opportunity to connect and network with others.
- Active participation and support to CALD youth initiatives at the fOrT Youth Centre, Corio with new partnerships and activities responding to the COVID-19.

FUTURE ACTIVITIES

The following activities have been identified for 2022:

- Multi-agency approach and community engagement to inform the development of the next Multicultural Action Plan 2023-2024.
- Ongoing support for the City to increase Councillor and staff understanding of the purpose and significance of multiculturalism in Greater Geelong.

- Ongoing support and promotion of:
  - Cultural events and celebrations including Cultural Diversity, Harmony Day, and Refugee Week initiatives to raise awareness and celebrate Geelong's diversity.
  - CALD Youth Programs.
  - Covid-19 activities ensuring the engagement of CALD communities.
  - CALD Women's and Men's Swimming Programs.

Table 6: Multicultural Action Plan Advisory Committee Members

Organisation	Members
Cultura	Casey O'Brien
	Luba Pryslak
Geelong Ethnic Communities Council	Dr Linda Petkovic
Victoria Police	Peter Nichols
	Stephen Gambetta
Deakin University	Laura Burge
Islamic Society of Geelong	Yasir Ismat
Geelong Interfaith Network	Vanessa Wooley
Community Members	Mukhles Habash
City of Greater Geelong	Councillor Jim Mason, Chair
	Robyn Stevens, Director Community Life
	Janice Lane, Manager Healthy Communities
	Support officers

2.8. Our Community Plan Quarterly Report - September 2022

Source: **Strategy, People & Performance**
Director: **Kaarina Phyland**

Purpose

1. To present *Our Community Plan Quarterly Report – September 2022* 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 next 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

5. 1 July 2022 – 30 September 2022.

Key Matters

6. There are 64 actions reported upon in *Our Community Plan 2021–25*.

7. At the end of September 2022 — 57 actions were 'on track', three actions were 'complete', two actions were 'not started' and two actions were 'needs improvement'.

RESOLUTION - Item 2.8

Cr Kontelj moved, Cr Asher seconded -

That Council note the Our Community Plan Quarterly Report – September 2022.

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, three times a year with the year end results 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. The quarterly report tracks our progress of *Our Community Plan 2021–25 – Annual Action Plan 2021–22*, which is the first year of actions to support the delivery of *Our Community Plan 2021–25*.

13. This report aligns with the Community led 30-year Vision, *Greater Geelong: A Clever and Creative Future* community aspirations:

    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 Council officers involved in the preparation of this report have declared a general or material 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 - September 2022 [**2.8.1** - 18 pages]



THE CITY OF
GREATER GEELONG

OUR COMMUNITY PLAN 2021–25 QUARTERLY REPORT

SEPTEMBER 2022

CITY OF GREATER GEELONG

INTRODUCTION

Our Community Plan 2021–25 outlines how we are 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.

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 meet our commitment to transparent reporting by providing an 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

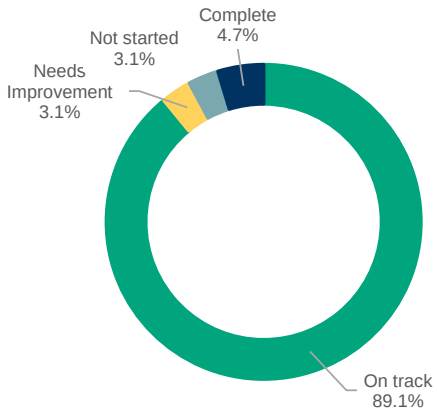
The annual action plan also includes major initiatives identified in the 2022–23 budget.

STATUS UPDATE

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

At the end of September 2022:

- **57 were 'on track'**
- **three were 'complete'**
  - *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*
  - *Develop and implement Business Events Geelong marketing program to represent, showcase and promote the region as a business events destination*
  - *Provide the community with an online portal to lodge valuation objections*
- **two were 'not started'**
  - *Commence planning for a new residential strategy for Central Geelong*
  - *Develop a formal and centralised health, safety and wellbeing audit program*
- **two were 'needs improvement'**
  - *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*
  - *Review the local planning policy framework in the Greater Geelong Planning Scheme to implement key strategies into the planning scheme*



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	*Implement the Municipal Early Years Plan 2022-25*	We engaged the community on our draft *Municipal Early Years Plan 2022-25* in August/September 2022 which is currently being implemented. The plan assists with ensuring social equity across the municipality and ensures our services provide targeted support for those families and children who need it most.	On track
1.2.2	*Undertake a review of the Livewell Program to ensure it is sustainable and meets the health and wellbeing needs of people aged over 55*	We commenced the discovery phase of the Live Well Program review. Once completed, we will be able to determine the viability of the program, whether it is meeting the needs of the community and what changes may be needed in the delivery of the program. The discovery phase is due to be completed by the end of October 2022.	On track
1.2.3	*Update Council's Healthy Food Policy*	We are working 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.* Using a desktop review and stakeholder interviews to inform its development, the paper will consider legislative environments, and barriers and enablers to implementation of the current policy and identify opportunities for Council owned facilities and settings and broader opportunities for a healthy and sustainable food systems strategy in the future. A desktop review of evidence is	On track

Four-year priority	2022-23 actions	Progress comment	Status
		complete and following ethics approval, internal stakeholder interviews will be conducted.	
1.3.1	*Develop an annual action plan for the Vital Communities project*	Our Vital Communities research project provides a contemporary look at the challenges faced by some of our most socio-economically disadvantaged communities. We developed an annual action plan with internal partners and external stakeholders which outlines key activities under the five domains of Vital Communities - Housing, Employment, Education, Liveability and Health and Wellbeing.	On track
1.3.2	*Identify the key safety concerns of the community and articulate the City's role in facilitating a safe Geelong community*	Council approved the draft Community Safety Framework 2022–26 for community engagement at its September 2022 meeting. Feedback will be considered, and the final framework presented to Council in early 2023 for adoption.	On track
1.4.1	*Develop an annual Ba-gurrk Gender Equity Framework action plan, incorporating actions from the Gender COVID-19 research*	We anticipate a draft action plan will be complete in early November 2022, with internal engagement to occur November / December 2022, followed by external engagement.	On track
1.4.2	*Commence detailed design of gender neutral facilities at the Leopold Tennis Club*	We commenced detailed design of the gender-neutral facilities and are seeking funding assistance from Sport and Recreation Victoria to assist the redevelopment of the Leopold Tennis Club.	On track
1.5.1	*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*	We commenced planning the development of the new Access and Inclusion Plan which aims to encourage, recognise and promote the elimination of disability discrimination and recognition of the rights of people with disability, ensuring residents with disability are fully included in community life.	On track
1.5.2	*Develop an annual Multicultural Action Plan which will guide how the City plans for and supports our multicultural community*	We commenced discussions with the Multicultural Advisory Committee on the development of the next action plan. Deliberative engagement with key stakeholders is set to commence in October 2022 prior to it going out to community engagement. The plan guides how we plan for and support our multicultural community as we recognise that many people from multicultural backgrounds can experience unique barriers to participation including access to information, cultural differences, racism, discrimination, and exclusion.	On track

Four-year priority	2022-23 actions	Progress comment	Status
1.5.3	*Commence construction of a new inclusive play space at Rippleside Park (Major budget initiative)*	We completed final engagement on detailed designs for the all-accessibility play space at Rippleside Park and commenced preparing for the tender process expected to proceed in early 2023.	On track
1.6.1	*Increase the amount of social housing by evaluating Council owned land available for development*	We will commence community engagement on the three potential Council owned sites identified for social housing in early 2023. Council continues to work with both private developers and Homes Victoria to increase the supply of social housing in Geelong.	On track
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 council 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 provide a drop-in feeding support session from Bop Bop Karong (Barwon Heads) once a week to support parents and carers in meeting the nutritional requirements of their babies and improve parent/carer confidence and wellbeing.	On track
1.8.1	*Commence working with community on the next Innovate Reconciliation Action Plan*	We held discussions with Kilangitj Aboriginal Advisory Committee about the development of the next Reconciliation Action Plan - Innovate. While this work will commence in early 2023, pre-planning and project planning will commence before the end of the year. Council endorsed the implementation of the *Reflect Reconciliation Action Plan* in June 2022.	On track
1.8.2	*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*	We completed actions including: • supporting Wadawurrung Traditional Owners Aboriginal Corporation to secure funding for a cultural tourism feasibility study and appoint an Arts and Tourism project officer • attending the Indigenous Australian Tourism Conference alongside Wadawurrung Traditional Owners Aboriginal Corporation staff • continuing to work with Wadawurrung Traditional Owners Aboriginal Corporation in the development of localised, authentic aboriginal tourism product and experiences • 65 tourism businesses enrolled to furthering knowledge and understanding of Wadawurrung People and culture via cultural site guided learning and a half-day education/collaboration workshop.	On track

Four-year priority	2022-23 actions	Progress comment	Status
1.8.3	*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*	We met with representatives from the Wathaurong Aboriginal Co-operative about local actions around Closing the Gap, however, a partnership agreement is yet to be developed. It is likely that this work will commence in earnest in 2023. Closing the Gap aims to close the health and life expectancy gap within a generation between Aboriginal and Torres Strait Islander people and non-indigenous Australians.	Needs improvement
1.9.1	*Collaborate with Wadawurrung Traditional Owners to conserve, digitise and interpret artworks and artefacts of regional importance from across Council's arts and heritage collections*	We continued to collaborate on projects including two exhibitions occurring at the National Wool Museum (NWM): • BLUESTONE: 150 Years of Dennys Lascelles Woolstore exhibition which includes a video with Uncle Bryon Powell about the land the building sits on, waterway and the Johnston Park billabong • Wadawurrung Dja: Awakening Country, an exhibition of paintings and ten ceremonial cloaks by Deanne Gilson Both exhibitions have been digitised for virtual exhibition in October and November 2022 respectively. We are also consolidating Council's Art and Heritage collection which has involved several hundred works being moved to the NWM for cataloguing and conservation. This includes a limited number of works by First Nations artists that will be available online by the end of 2022.	On track
1.10.1	*Commence construction of the Northern Aquatic and Community Hub (Major budget initiative)*	We are progressing construction of the Northern Aquatic Community Hub, which is currently 20 per cent complete. The Northern Aquatic and Community Hub will directly contribute to the health and well-being of residents in the north and surrounding areas by providing state of the art health and fitness facilities.	On track
1.10.2	*Enhance the City Safe Camera Network (CCTV) across priority neighbourhoods and suburbs*	We will expand the safe camera network with the installation of two additional cameras at Hearne Parade, East Geelong and are currently in negotiations with Barwon Coast regarding new cameras at Ocean Grove. The City's CCTV policy will be considered by the Policy Review Committee 5 October 2022.	On track
1.10.3	*Complete final concept Stage 2 design of the North Bellarine Aquatic (Major budget initiative Centre)*	We are awaiting confirmation of further federal government funding for the delivery of a 50-meter indoor pool as part of Stage 2 of the North Bellarine Aquatic Centre. This is expected to be finalised following the state government election on 27 November 2022. Community engagement will then be undertaken to inform the development of options and concept plans for Stage 2.	On track

Four-year priority	2022-23 actions	Progress comment	Status
1.11.1	*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*	Council will be briefed on the federal governments new Support at Home program for future delivery of in-home and community care in November 2022.	On track

LINKS TO THE CLEVER CREATIVE VISION







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	*Commence planning for a new residential strategy for Central Geelong*	We are currently awaiting confirmation of state government funding which will be announced in November 2022.	Not started
2.2.1	*Commence development of a draft Integrated Transport Plan (Major budget initiative)*	We commenced development of the draft Integrated Transport Plan and are currently preparing a project scope and brief for technical work.	On track
2.2.2	*Construct the Building Better Bike Connections Southern Link Stage 2*	We completed construction works for Stage 1 of the Southern Link from Malop Street to the Barwon River. Council will consider the Stage 2 tender award later in 2022. The Building Better Bike Connections project provides routes that are designed to be used by cyclists of a wide range of ages and abilities to safely ride to destinations like shopping areas and key employment precincts.	On track

Four-year priority	2022-23 actions	Progress comment	Status
2.3.1	*Develop a new Open Space Policy and Strategy to facilitate equitable access to open space across the municipality*	We prepared a draft Open Space Policy which will be considered by the City's Policy Review Committee in October 2022. Stakeholder engagement on the draft will take place prior to it being considered by Council in March 2023.	On track
2.4.1	*Prepare the Creamery Road and Elcho Road East precinct structure plan and development contributions plans including environmentally sustainable design initiatives*	We completed agency and landowner engagement on the Creamery Road Precinct Structure Plan (PSP). The draft future urban structure plan for Elcho Road is being prepared for engagement with landowners in November 2022. Council will consider the PSP at its March 2023 meeting and the Elcho Road PSP at its October 2023 meeting.	On track
2.4.2	*Review the local planning policy framework in the Greater Geelong Planning Scheme to implement key strategies into the planning scheme*	We are securing additional consulting input to meet project timelines.	Needs improvement
2.4.3	*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*	We completed a draft business case and are now collaborating with Deakin University to develop co-design workshops due to take place in November 2022.	On track
2.5.1	*Develop a plan to transition to low emissions light fleet vehicles*	We developed a statement of work to go to market for a third party to develop a low emissions light vehicle plan. We also: • used Department of Environment, Land, Water and Planning funding to procure six charging units for installation at the Corio and Belmont depots • now have seven vehicle bays available in Wurriki Nyal with vehicle charging capabilities • are developing a capital spend program to procure up to 20 light vehicles in 2022–23 to replace the current fleet • are seeking funding from the Australian Renewable Energy Agency, a federal government agency, to support the conversion of up to 20 light commercial vehicles to electric over the next 18 months.	On track

Four-year priority	2022-23 actions	Progress comment	Status
2.5.2	*Commence implementation of the new Sustainable Building Policy*	We reviewed our Sustainable Building Policy. It is now being considered by the City's Policy Review Committee.	On track
2.5.3	*Undertake an assessment of City owned gas using infrastructure to support a transition to gas-free operations*	We completed an assessment of gas infrastructure at the Kardinia Pool. Assessments at 20 other City facilities are currently underway.	On track
2.6.1	*Develop a community campaign to raise awareness of the region's climate risks, impacts and responses*	Through the City's Climate Change Partnerships Grants program, we are working with community groups and co-developed projects to develop a community campaign that raises further awareness about the impacts, risks and responses to climate change. To best deliver and execute this campaign, two projects that reflect the City's need to reduce emissions quickly across the residential and commercial sectors, while ensuring we capture a broader and new audience, will be selected. Additionally, we are planning a Net Zero Forum to be held in 2023 and are co-developing Climate Change Thinking eLearning modules with Deakin's School of Education. These innovative programs coupled with the climate change partnership grant projects are building the foundations for continued campaign success and knowledge building that improves Greater Geelong's climate change understanding.	On track
2.6.2	*Prepare a discussion paper to increase understanding of the health impacts of climate change and the health co-benefits of mitigation and adaptation strategies*	We defined the scope of our role in climate change adaptation and mitigation strategies through theory of change workshops with internal stakeholders. Research and consultation with subject matter experts will be conducted to develop a discussion paper.	On track
2.6.3	*Upgrade to LED street lighting with smart control technology (Major budget initiative)*	Stage 2 of the street light changeover on main roads commenced in June 2022, with completion expected by June 2023. Stage 3, which involves the remaining decorative lighting, will be completed in 2023.	On track
2.7.1	*Collaborate with Barwon Water and G21 councils to develop the Regional Renewable Organics Network facility to process the City's organic waste*	Along with Barwon Water and other regional councils, we are participating in joint steering committee to guide the next steps in the project. Functional design phase of the project is underway.	On track

Four-year priority	2022-23 actions	Progress comment	Status
2.7.2	*Collaborate with metro Melbourne councils to deliver the Best Waste Practices in Multi Unit Dwellings project to improve recycling in multi-unit developments*	We completed the tender process to engage a contractor to deliver the work. Six multi-unit developments in Geelong have been nominated to participate in the project to improve recycling behaviour.	On track
2.8.1	*Implement the Sparrovale Master Plan phase 1 (Major budget initiative)*	The plan outlines improvements in drainage infrastructure, natural environmental and recreational facilities over the next 20 years. Revegetation works as well as pest plant and animal control are currently underway.	On track
2.8.2	*Develop a 10-year Biodiversity Strategy*	The City established a Biodiversity Strategy Technical Advisory Group. Community engagement on the draft biodiversity strategy will commence at an environmental volunteers networking and social event co-hosted by the City and the Geelong Field Naturalists Club on 23 October 2022.	On track
2.8.3	*Develop the Southeast Bellarine Coastal Strategy*	We conducted extensive community and stakeholder engagement to inform the development of the Southeast Bellarine Coastal Strategy which will be considered for endorsement by Council at its meeting in October 2022.	On track

LINKS TO THE CLEVER CREATIVE VISION











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	*Finalise the City of Greater Geelong 10-year Economic Development Plan to guide and foster economic growth opportunities for the City*	Council will consider endorsing the draft Economic Development Plan for community engagement at its meeting in December 2022. The 10-year Economic Development Plan identifies our priorities to support and grow the economy to ensure economic prosperity. It focusses on jobs, education, business capacity, industry growth, liveability, and sustainability to support the health and wellbeing of our community.	On track
3.1.2	*Facilitate employment precinct land development to maintain a diversity of employment areas*	We are undertaking the southwest employment land review. The Greater Avalon Employment Precinct structure plan is being prepared by the Victorian Planning Authority.	On track
3.2.1	*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*	Geelong Design Week will take place 19-29 October 2023. We will be seeking Expressions of Interest from local businesses, individuals and organisations to host events in March 2023.	On track

Four-year priority	2022-23 actions	Progress comment	Status
3.2.2	*Develop and implement Business Events Geelong marketing program to represent, showcase and promote the region as a business events destination*	We successfully launched the Business Events Attraction campaign in late September 2022. The campaign window for confirming business events closed as of 30 June 2022. Highlights of the campaign include: • 54 conferences attracted to region • 4,798 conference delegates • 12,581 delegate days • $3.4m estimated economic benefit	Complete
3.3.1	*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*	We completed fibre works in north suburbs with final link going underneath rail lines north of Kardinia Park. Installation of Bellarine fibre trail commenced 14 September 2022 and is expected to be complete by the end of 2022. This project will provide community facilities and public spaces with access to ultra-high-speed internet.	On track
3.3.2	*Deliver free public Wi-Fi and enhanced broadband to address gaps in digital access and affordability - Geelong Smarter Suburbs (Major budget initiative)*	This program aims to address gaps in digital access and affordability also offering business grade high speed internet in the underserviced northern suburbs. We successfully launched Smarter Suburbs Program Stage 1 on 19 September 2022. Stage 2, which includes the delivery of 30 smart nodes equipped with free public Wi-Fi, is progressing as expected.	On track
3.4.1	*Commence delivery of demonstration projects to stimulate demand for Cleantech and Circular Economy solutions*	We funded three projects to the value of $50,000 through the Cleantech & Circular Economy Grants. Projects will commence in October 2022.	On track
3.5.1	*Launch a major annual live music program in support of day and night economic activation*	Following a full evaluation of the inaugural 2022 event, we developed a project brief to outsource the delivery of Surround Sounds 2023. As done previously, we will continue to focus our attention on inclusion by developing a program that addresses known barriers to participation and creates diverse representation and experiences.	On track
3.6.1	*Implement the Regional Industry Sector Employment (RISE) program that supports employment pathways to address Geelong's disadvantaged areas*	We delivered the August/September RISE program. The next program will commence 11 October 2022 with 15 participants. 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.	On track

Four-year priority	2022-23 actions	Progress comment	Status
3.8.1	*Identify innovative cleantech solutions through Procurement for Innovation projects*	We commenced work on a circular economy project and are currently preparing a statement of need, draft specification and criteria for tender.	On track
3.8.2	*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*	We signed a digital data sharing agreement with the Department of Environment, Land, Water and Planning. Digital Twin Victoria, a digital replica of the state, launched in early September 2022. Work commenced on training modules for City employees. The Geelong Data Exchange has been reconfigured to integrate with Digital Twin Victoria	On track

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

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 workplace capabilities and culture
4.5 Create a more efficient and effective organisation
4.6 Develop a digital core of brilliant basics 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	*Build a new website to make information and services more convenient and efficient for our community*	We commenced work on our new website which is expected to be ready by June 2023. The new website will support the community in their interactions with the city.	On track
4.1.2	*Protect the City's digital landscape against cyber security threats by establishing a Risk Management Framework and overarching Cyber Policy (Major budget initiative)*	We drafted an Information Security Management System document which identifies the use of our corporate risk framework to manage enterprise cyber security. We will now look to form an oversight body to manage the implementation of the Cyber Strategy.	On track
4.1.3	*Provide the community with an online portal to lodge valuation objections*	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.	Complete

Four-year priority	2022-23 actions	Progress comment	Status
4.2.1	*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*	We completed a revision of the Council's Our Priority Projects document in July 2022 to reflect project progress, costing updates, and opportunities for the staged delivery of master plans and key projects. The revised document was circulated to more than 50 key stakeholders and additional information and briefings offered to MPs, Ministers and local stakeholders and advocacy partners. We ensured strong advocacy on behalf of our community in the lead-up to the 2022 Victorian Government Election via weekly community engagement updates for local MPs, briefings with MPs and state election candidates, and participation in regional delegations to Canberra and Spring Street.	On track
4.3.1	*Develop an impact evaluation framework to monitor the contribution of investment in social infrastructure to community health and wellbeing*	We commenced a review of the social infrastructure planning community benefit and prioritisation tool. We will be preparing a draft valuation framework in preparation for the 2023–24 budget process.	On track
4.3.2	*Implement the City's approach to deliver integrated strategic planning and reporting activities for the municipality (Integrated Municipal Planning Framework)*	We developed a planning development model and planning catalogue with the view of creating a formal document hierarchy and framework for document development. Next steps are to undertake pilots to test and refine the model prior to rollout across the organisation.	On track
4.4.1	*Deliver new leadership and culture development programs, coaching and performance improvement, learning resources and events*	We continued to deliver leadership and culture development initiatives including: • newly procured leadership development program • quarterly leadership and culture development events • people leader development on workplace flexibility • a new Gender Equality Action Plan launched in September and implementation group established • gender equality training for key policy owners and subject matter experts within the organisation	On track
4.5.1	*Develop the City's approach to addressing customer requests and queries*	We are developing a streamlined customer service model through engagement across the organisation and with key external stakeholders, to build out the future state approach for managing customer requests and queries in the future. With the high-level model designed, our focus is now shifting to planning the implementation of the tiered model to deliver a fast, efficient, easy customer service experience where customers know where they are at in the process, and they have confidence in the City's ability to manage their matter effectively.	On track

Four-year priority	2022-23 actions	Progress comment	Status
4.5.2	*Complete Target Operating Models for Enterprise Program Management Office, Municipal Planning, and Customer and Community*	Our Future Ways of Working program aims to enhance how we work together and design our organisation for the future. We are doing this to create a place that serves our growing community in the best possible way. As part of this process, we progressed the implementation of an agreed Target Operating Model for the organisation through delivery of the following key activities: • defining a target operating model for an Enterprise Program Management Office. Focus is now on the roadmap for implementing new ways of working and ensuring we have the right capabilities in the organisation to bring this operating model to life. • progressing target operating models for how we complete planning for the municipality and for our major touch points with our community, customers and other internal and external parties. These will be finalised prior to the end of 2022. Further work in the new year can then focus on defining the roadmap for achieving those target operating models.	On track
4.5.3	*Develop the City's approach for reviewing the delivery of services*	We developed a draft catalogue of services the city provides to allow us to better understand our services and make informed analysis on what provides the best value to the city. Following finalisation of the catalogue in late 2022, we will develop the roadmap of services to be reviewed.	On track
4.6.1	*Continue upgrading and modernising the City's digital capabilities*	Initiatives underway to upgrade and modernise our digital capabilities include: • redevelopment of our new website and internal intranet • introduction of office-based technologies at Wurriki Nyal to enable hybrid working with training and engagement to increase the value and adoption • M365 improvements and establishing opportunities to utilise M365 features • a technical review of the Business Systems Refresh project	On track
4.7.1	*Develop a formal and centralised health, safety and wellbeing audit program*	Work on developing a formal and centralised health, safety and wellbeing audit program is currently on hold pending a review of the Business Systems Refresh project.	Not started
4.8.1	*Review and update the Long-term Financial Plan 2021-31*	Our *Long-term Financial Plan 2021-31* will be updated in October 2022. This review will be an ongoing annual process.	On track
4.8.2	*Develop a partnerships model that supports the organisation to develop stronger and effective relationships with community and key stakeholders*	A partnership engagement framework was developed and endorsed by the Executive Leadership Team. Next steps will be to map existing partnerships across the organisation.	On track

2.9. Adoption of Amendment C451ggee - Correction of Planning Scheme Anomalies

Source: **City Planning & Economy**
Director: **Gareth Smith**

Purpose

1. To adopt Amendment C451ggee to the Greater Geelong Planning Scheme.

Background

2. Amendment C451ggee proposes to correct anomalies in the Greater Geelong Planning Scheme.
3. The amendment is housekeeping in nature and has been prepared to 'tidy up' the Scheme.
4. Council's new format planning scheme came into operation on 27 July 2000, and together with continual modification, can give rise to several minor anomalies that are inadvertently included, and which need to be rectified. Redundant provisions also need to be removed from the scheme. These are identified through the everyday use and implementation of the scheme and over the last few months several minor anomalies have been collated for correction.

Key Matters

5. The amendment includes changes to the planning scheme maps and ordinance, including the deletion of the heritage overlay where it is no longer required, rezoning publicly owned land to the public land zone, removal of a redundant entry in the heritage overlay schedule, removal of the Public Acquisition Overlay (PAO) from land that has been acquired by the nominated acquiring authority, and minor corrections to clause numbers within the Urban Growth Zone Schedule 3 (UGZ3) and Urban Growth Zone Schedule 6 (UGZ6).
6. The amendment is procedural and has been prepared following the requirements of the Ministerial Direction on the Form and Content of Planning Schemes.
7. The Minister for Planning's delegate granted exemption from most of the notification requirements of the *Planning and Environment Act 1987*. Council was however required to give notice to prescribed Ministers for a minimum two week period before adoption of the amendment. No submissions were received from the Ministers.

RESOLUTION - Item 2.9

Cr Harwood moved, Cr Aitken seconded -

That Council:

1. **Adopts Amendment C451ggee - Correction of Planning Scheme Anomalies to the Greater Geelong Planning Scheme as contained in Attachment 1 of this report; and**

2. **Submits the adopted Amendment C451ggee together with the prescribed information to the Minister for Planning requesting approval.**

Carried

Financial Sustainability

8. There are no financial implications for Council as a result of the amendment.

Community Engagement

9. Notice of the amendment was given to prescribed Ministers in accordance with the exemption granted by the Minister for Planning.

Social Equity and Sustainability

10. There are no social equity implications from this amendment.

Relevant Law/Policy/Legal Implications

11. The amendment applies to the following properties:

    11.1 165 and 180 Patullos Road, Lara, and 5 Elcho Road, Lara - three corners of the Patullos Road, Elcho Road and O'Hallorans Road intersection;

    11.2 1-87 Groves Road, Armstrong Creek, 111-215 Sparrovale Road, Charlemont (known as the Sparrovale Wetlands) and 100 Groves Road, Armstrong Creek (known as the Balog Channel);

    11.3 592-620 Boundary Road, Armstrong Creek;

    11.4 619-630 Boundary Road, Charlemont;

    11.5 655A Boundary Road, Charlemont;

    11.6 107A Harriot Road, Charlemont;

    11.7 669A Barwon Heads Road, Charlemont;

    11.8 110-148 Horseshoe Bend Road, Charlemont;

    11.9 152-166 Reserve Road, Charlemont;

    11.10 271-279 Horseshoe Bend Road, Charlemont;

    11.11 430 Torquay Road, Armstrong Creek;

    11.12 350-360 Boundary Road, Armstrong Creek;

    11.13 5 Whites Road, Mount Duneed;

    11.14 105-205 Groves Road, Connewarre (as addressed in the Schedule to Clause 43.01) – 2-100 Harriott Road, Parent 1A Glory Way, 20B Galene Drive, 40A Galene Drive, 50a Tranquility Circuit, Armstrong Creek;

    11.15 127 Coriyule Road, Curlewis;

    11.16 32 and 34 Radstock Avenue, Highton;

    11.17 53E Dryden Way, Highton;

    11.18 39 Maud Street, Geelong;

    11.19 land within the Urban Growth Zone Schedule 4 (UGZ4); and

    11.20 land within the Urban Growth Zone Schedule 6 (UGZ6).

12. The proposed amendment is consistent with the Planning Policy Framework of the Greater Geelong Planning Scheme.

13. The proposal is consistent with the format for planning schemes and with the Ministerial Direction on the Form and Content of Planning Schemes.

14. The amendment addresses anomalies in the Greater Geelong Planning Scheme (both maps and ordinance) that have become apparent during the past year of operation of the scheme. The amendment is housekeeping in nature and has been prepared to 'tidy up' the scheme.

Alignment to Community Plan and Vision

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

16. 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

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

Risk Assessment

18. There are no notable risks associated with implementing the recommendation contained in this report.

19. Heritage Overlay HO1713 has persisted post the demolition of the heritage building (a cottage) and remains on the land in the Armstrong Creek growth area. This area has now been subdivided and single houses are to be constructed. This is triggering the need for planning permits which is an unnecessary burden for landowners and Council. Removal of the overlay through the amendment is urgently needed.

Environmental Sustainability

20. There are no environmental impacts from this amendment.

Attachments

1. Amendment C 451 ggee for Adoption [**2.9.1** - 23 pages]

Planning and Environment Act 1987

GREATER GEELONG PLANNING SCHEME

AMENDMENT C451GGEE

INSTRUCTION SHEET

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

The Greater Geelong Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 5 attached map sheets.

Zoning Maps

1. Amend Planning Scheme Map No.47zn in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C451ggee".

2. Amend Planning Scheme Map No.59zn in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C451ggee".

Overlay Maps

3. Amend Planning Scheme Map No.18PAO is amended in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C451ggee".

4. Amend Planning Scheme Map Nos. 66PAO, 67PAO, 68PAO, 77PAO & 78PAO in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C451ggee".

5. Amend Planning Scheme Map No.67HO is amended in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C451ggee".

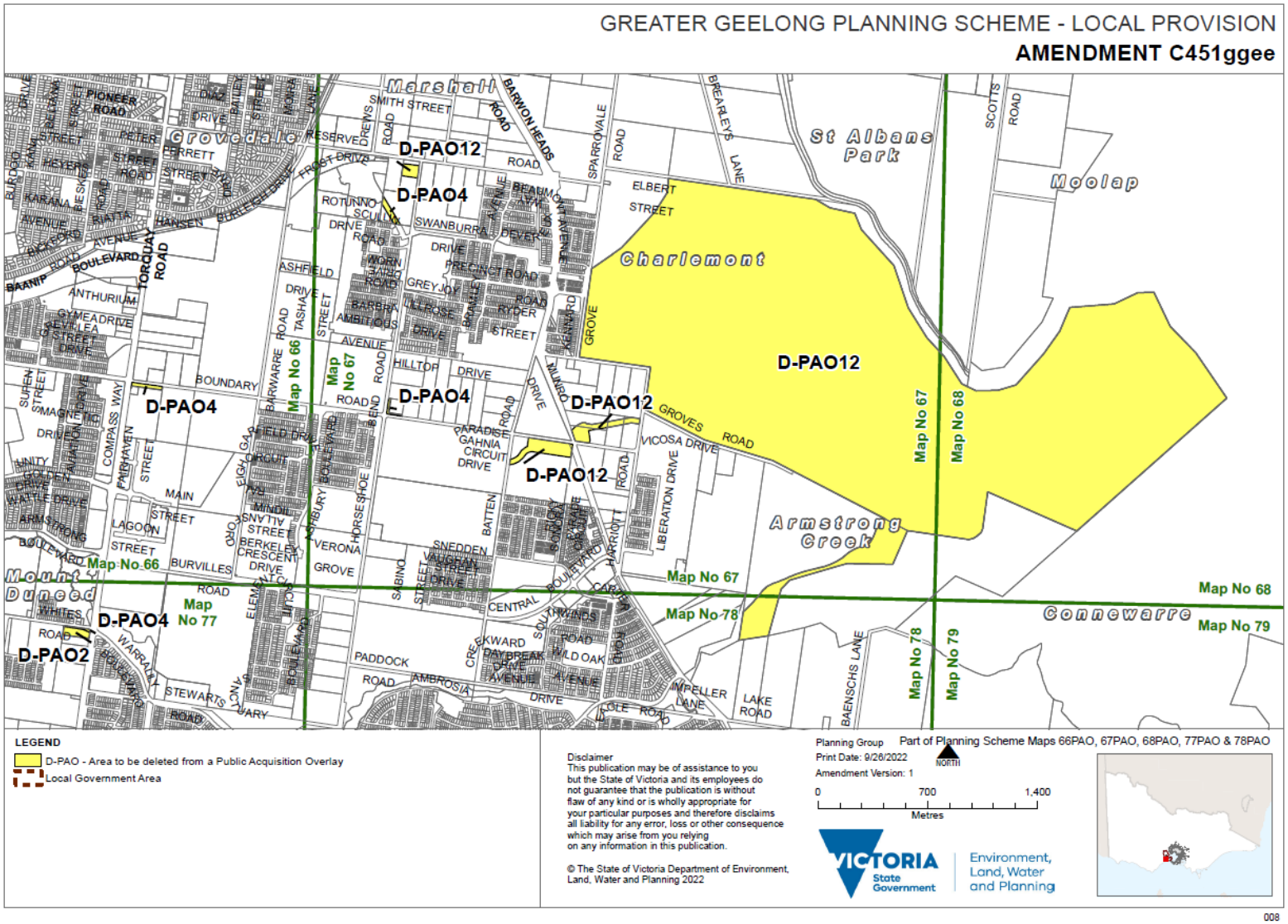
Planning Scheme Ordinance

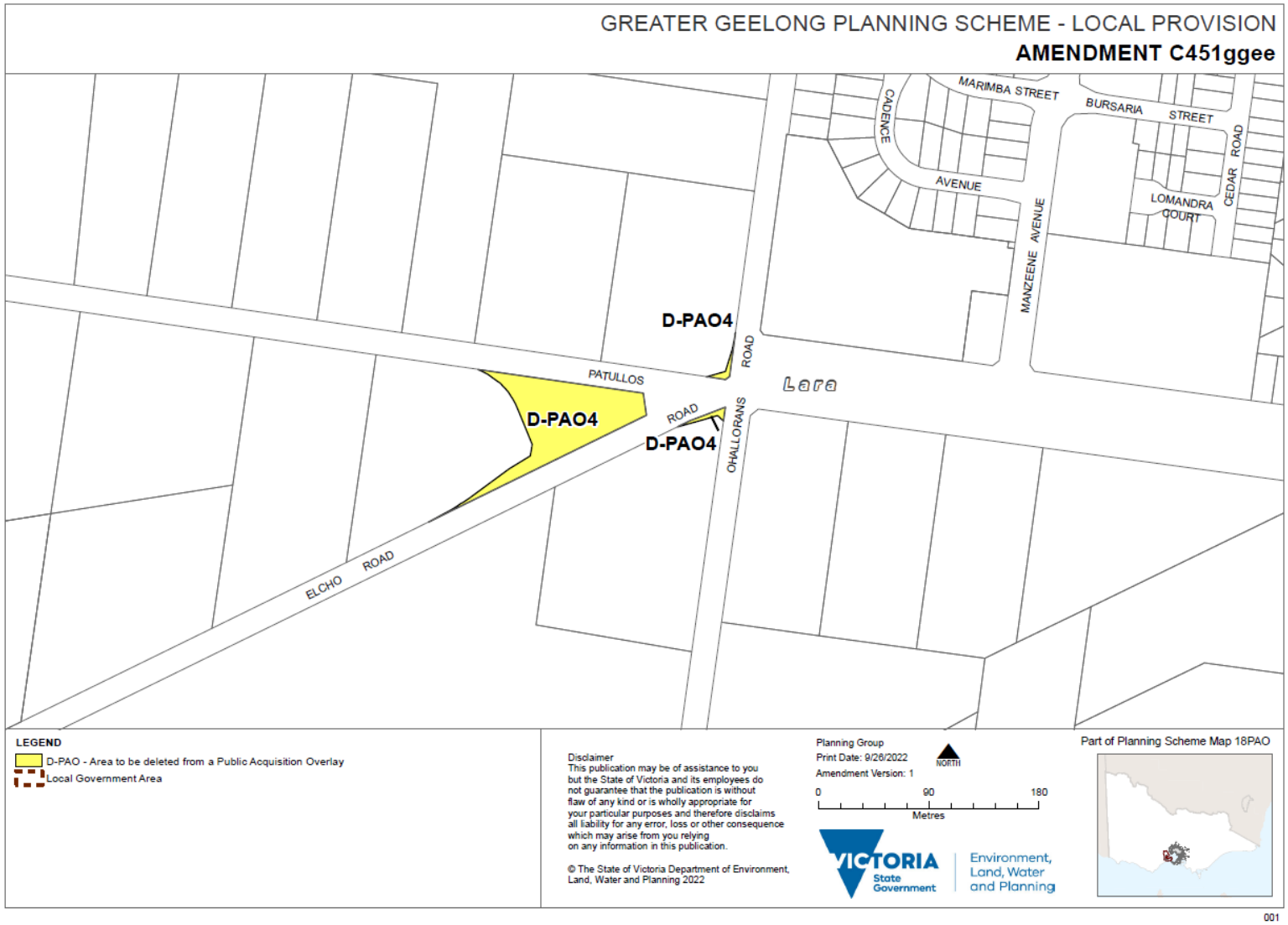
The Planning Scheme Ordinance is amended as follows:

6. In **Zones** – Clause 37.07, replace Schedule 4 with a new Schedule 4 in the form of the attached document.

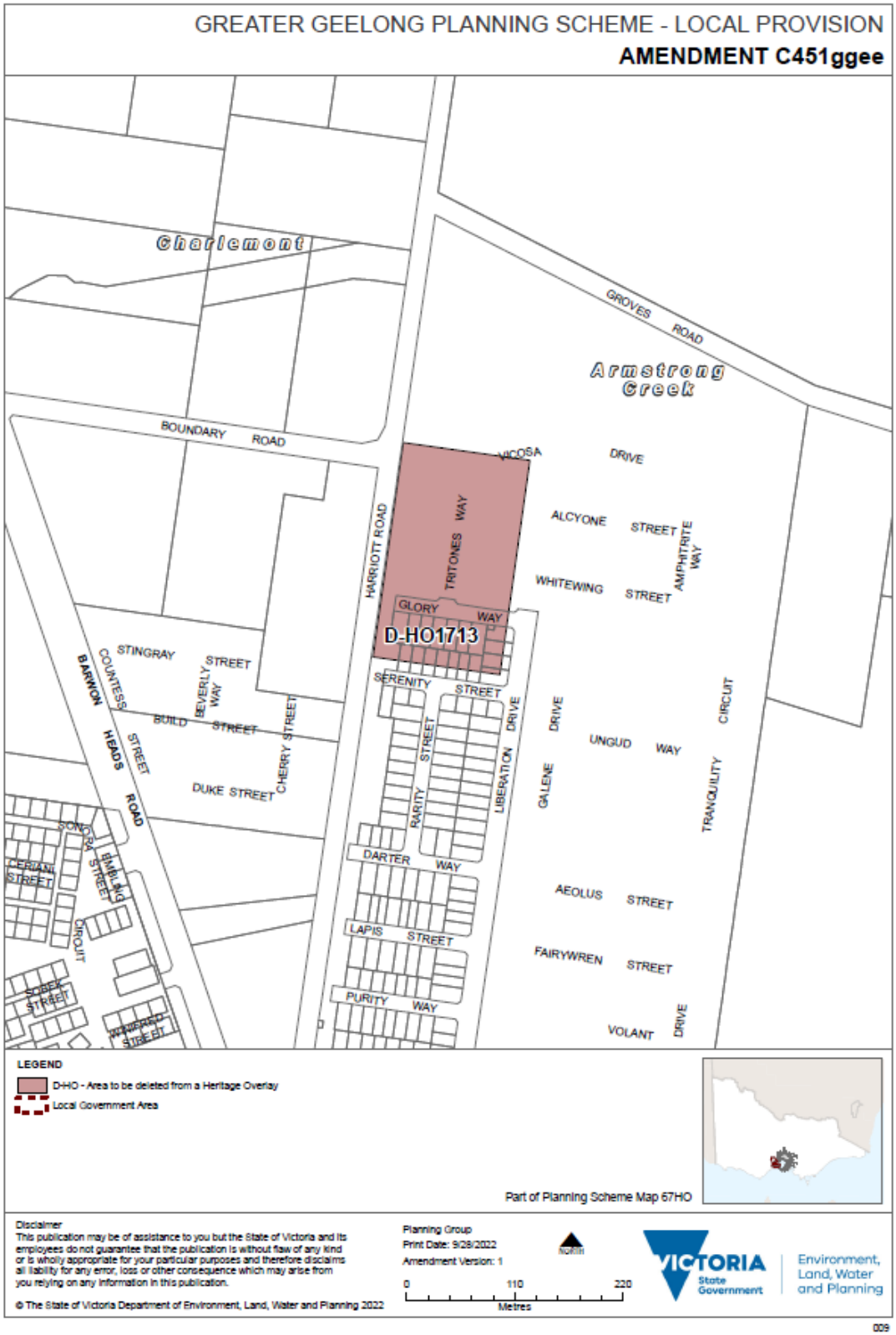
7. In **Zones** – Clause 37.07, replace Schedule 6 with a new Schedule 6 in the form of the attached document.

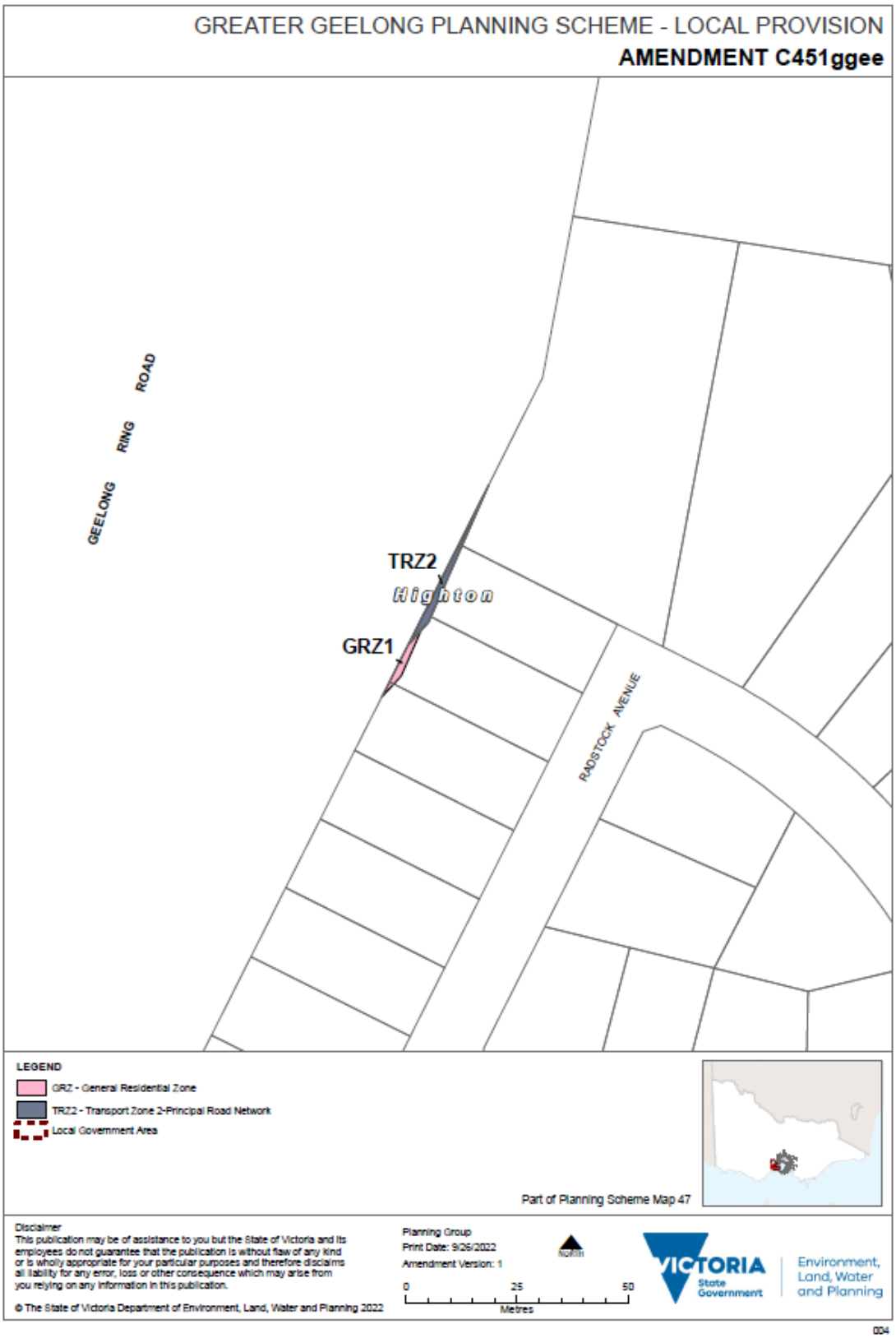
8. In **Overlays** – Clause 43.01, replace the Schedule with a new Schedule in the form of the attached document.


GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C451ggee
D-PAO12
D-PAO4
D-PAO2
Charlemont
Armstrong Creek
Mount Duneed
Connewarre
St Albans Park
Moolap
Marshall
Grovedale
Map No 66
Map No 67
Map No 68
Map No 77
Map No 78
Map No 79
LEGEND
D-PAO - Area to be deleted from a Public Acquisition Overlay
Local Government Area
Disclaimer
This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.
© The State of Victoria Department of Environment, Land, Water and Planning 2022
Planning Group
Part of Planning Scheme Maps 66PAO, 67PAO, 68PAO, 77PAO & 78PAO
Print Date: 9/26/2022
Amendment Version: 1
NORTH
0
700
1,400
Metres
VICTORIA State Government
Environment, Land, Water and Planning
008


GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C451ggee
MARIMBA STREET
BURSARIA STREET
CADENCE AVENUE
CEDAR ROAD
LOMANDRA COURT
MANZEENE AVENUE
D-PAO4
PATULLOS ROAD
Lara
D-PAO4
ROAD
D-PAO4
O'HALLORANS
ELCHO ROAD
LEGEND
D-PAO - Area to be deleted from a Public Acquisition Overlay
Local Government Area
Disclaimer
This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.
© The State of Victoria Department of Environment, Land, Water and Planning 2022
Planning Group
Print Date: 9/26/2022
Amendment Version: 1
NORTH
0 90 180
Metres
VICTORIA State Government
Environment, Land, Water and Planning
Part of Planning Scheme Map 18PAO
001


GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C451ggee
ROAD
MCDERMOTT ROAD
NEWCOMBE
Curlewis
CORIYULE ROAD
PUZ1
LEGEND
PUZ1 - Public Use Zone-Service and Utility
Local Government Area
Part of Planning Scheme Map 59
Disclaimer
This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.
© The State of Victoria Department of Environment, Land, Water and Planning 2022
Planning Group
Print Date: 9/26/2022
Amendment Version: 1
North
0
100
200
Metres
VICTORIA
State Government
Environment, Land, Water and Planning
007


GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C451ggee
Charlemont
Armstrong Creek
GROVES ROAD
BOUNDARY ROAD
HARRIOTT ROAD
VICOSA DRIVE
TRITONES WAY
ALCYONE STREET
AMPHITRITE WAY
WHITEWING STREET
GLORY WAY
D-HO1713
SERENITY STREET
STINGRAY STREET
BEVERLY WAY
COUNTESS BARWON
BUILD STREET
CHERRY STREET
DUKE STREET
HEADS ROAD
SONOTA STREET
CERIANI STREET
BIMBIMBI CIRCUIT
SOBEK STREET
WHIPBIRD STREET
RARITY STREET
LIBERATION DRIVE
GALENE DRIVE
UNGUD WAY
TRANQUILITY CIRCUIT
DARTER WAY
LAPIS STREET
PURITY WAY
AEOLUS STREET
FAIRYWREN STREET
VOLANT DRIVE
LEGEND
DHO - Area to be deleted from a Heritage Overlay
Local Government Area
Part of Planning Scheme Map 67HO
Disclaimer
This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.
© The State of Victoria Department of Environment, Land, Water and Planning 2022
Planning Group
Print Date: 9/28/2022
Amendment Version: 1
North
0 110 220
Metres
VICTORIA State Government
Environment, Land, Water and Planning
009


GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C451ggee
GEELONG RING ROAD
TRZ2
Highton
GRZ1
RADSTOCK AVENUE
LEGEND
GRZ - General Residential Zone
TRZ2 - Transport Zone 2-Principal Road Network
Local Government Area
Part of Planning Scheme Map 47
Disclaimer
This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.
© The State of Victoria Department of Environment, Land, Water and Planning 2022
Planning Group
Print Date: 9/26/2022
Amendment Version: 1
North
0 25 50
Metres
VICTORIA State Government
Environment, Land, Water and Planning
004

Change to Schedule to Clause 43.01 – deletion of the entry for HO1003 (only extract of amended page included)

GREATER GEELONG PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1001	**Residence** 35 Maud Street, Geelong	Yes	No	No	No	No	No	No
HO1002	**Residence** 37 Maud Street, Geelong	Yes	No	No	No	No	No	No
HO1004	**Residence** 40 Maud Street, Geelong	No	No	No	No	No	No	No
HO1005	**Residence** 45 Maud Street, Geelong	Yes	No	No	No	No	No	No
HO12	**Geelong Grammar School (former)** 55 Maud Street, Geelong	-	-	-	-	Yes Ref.No.H188	Yes	No
HO1007	**"Leeton"** 57 Maud Street, Geelong	Yes	No	No	No	No	No	No
HO1010	**Rosemary Branch Hotel (former)** 77 Maud Street, Geelong	Yes	No	No	No	No	No	No
HO1012	**Residence** 100 Maud Street, Geelong	Yes	No	No	Yes- fence	No	No	No
HO1013	**Residence** 118 Maud Street, Geelong	Yes	No	No	Yes- outbuilding and fence	No	No	No
HO1014	**Irish Cottages** 4 McCann Place, Geelong	Yes	No	No	No	No	No	No
HO1015	**Irish Cottages** 6 McCann Place, Geelong	Yes	No	No	No	No	No	No

Change to Schedule to Clause 43.01 – deletion of the entry for HO1713 (only extract of amended page included)

GREATER GEELONG PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO696	**Residence** 25 Glenleith Avenue, Geelong West	No	No	No	No	No	No	No
HO1672	**Barwon Heads Golf Club Clubhouse** Golf Links Road, Barwon Heads The heritage place includes Cypress trees	-	-	-	-	Yes Ref.No.H2258	Yes	No
HO1673	**Jessie McKechnie Memorial Gates & Plaque, Barwon Heads State School** 3A Golf Links Road, Barwon Heads	Yes	No	No	No	No	No	No
HO1674	**"Jeancourt" Residence** 34 Golf Links Road, Barwon Heads	No	No	No	No	No	No	No
HO953	**Factory Complex** 8-10 Gravel Pits Road, Geelong	Yes	No	No	Yes-outbuilding	No	No	No
HO1292	**New Breed Furniture** (original Austral Paper Mills) Gregory Avenue, Newtown	Yes	No	No	Yes-outbuilding	No	Yes	No
HO1676	**Residence** 11 Grove Road, Barwon Heads	No	No	No	No	No	No	No
HO1679	**Residence** 33 Grove Road, Barwon Heads	No	No	No	No	No	No	No
HO2010	**"Barwonside"** 240 Gully Road, Ceres	No	No	No	No	No	No	No
HO2011	**"Erinvale"** 285 Gully Road, Ceres	No	No	No	No	No	No	No

GREATER GEELONG PLANNING SCHEME

27/11/2014
C259

SCHEDULE 4 TO CLAUSE 37.07 URBAN GROWTH ZONE

Shown on the planning scheme map as **UGZ4.**

ARMSTRONG CREEK HORSESHOE BEND PRECINCT STRUCTURE PLAN, SEPTEMBER 2014

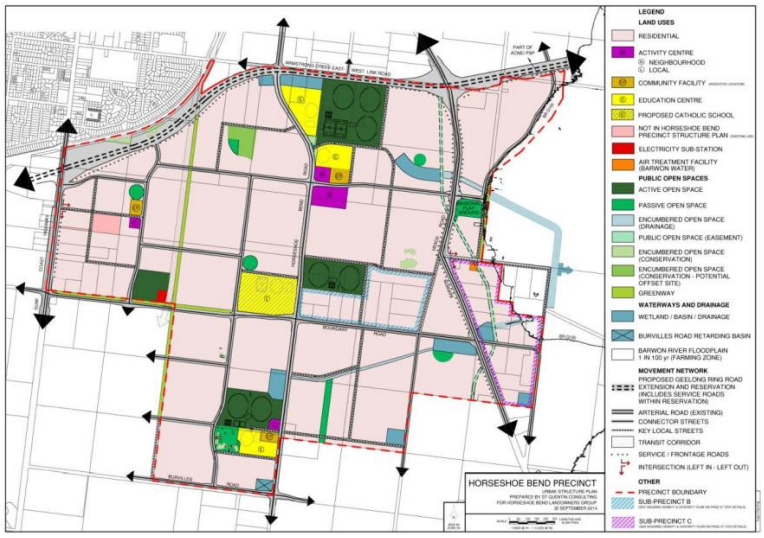
1.0 The Plan

07/12/2020
C396ggee

Plan 1 shows the future urban structure proposed in the incorporated *Armstrong Creek Horseshoe Bend Precinct Structure Plan* (September 2014)

Plan 1 to Schedule 4 to Clause 37.07

Horseshoe Bend Precinct Structure Plan



2.0 Use and development

27/11/2014
C259

2.1 The Land

07/12/2020
C396ggee

The provisions specified in this schedule only apply to land in the Armstrong Creek Horseshoe Bend Precinct (Plan 1) that is zoned UGZ.

2.2 Applied zone provisions

--/--/----
Proposed C451ggee

The provisions of the following zones in this scheme apply to the use and subdivision of land, construction of a building and construction and carrying out of works, by reference to Plan 1 of this schedule.

Table 1: Applied zone provisions

Land shown on plan 1 of this schedule	Applied zone provisions
Activity Centre - Local Activity (LAC)	Clause 34.01 - Commercial 1 Zone

Activity Centre - Neighbourhood Activity (NAC)	Clause 34.01 - Commercial 1 Zone
Community Facility	Clause 32.04 - Mixed Use Zone
Education Centre or Proposed Non-Government School	Clause 32.08 - General Residential Zone Schedule 1
All types of open space, waterways and drainage and Greenway	Clause 36.02 - Public Park and Recreation Zone
Residential	Clause 32.08 - General Residential Zone Schedule 1

2.3 Specific provisions – Use of land

07/12/2020 C396ggee

The following provisions apply to the use of land.

Table 2: Use

Use	Condition
Display home on land shown as residential in Plan 1 of this schedule	Despite any requirement under Clause 52.06, car parking must be provided to the satisfaction of the Responsible Authority.

2.4 Specific provisions – Subdivision

None specified.

3.0 Buildings and works

27/11/2014 C259

3.1 Display homes

27/11/2014 C259

A permit is not required to construct a building or to construct or carry out work for a display home on a lot over 300 square metres.

3.2 Lots less than 300 square metres

27/11/2014 C259

A permit is not required to construct or extend one dwelling on a lot with an area less than 300 square metres where a site is identified as a lot to be assessed against the Small Lot Housing Code via a restriction on title, and it complies with the incorporated Small Lot Housing Code.

4.0 Application requirements

27/11/2014 C259

4.1 Environmental Assessment

07/12/2020 C396ggee

An application to use or subdivide land, construct a building or construct or carry out works must take into consideration the Site History Review and Limited Soil Sampling Report undertaken by Sinclair Knight Mertz (SKM – March 2012) for the Horseshoe Bend Precinct Structure Plan area.

An application to use or subdivide land, construct a building or construct or carry out work in areas identified in the SKM report as specific areas requiring further assessment must be accompanied by an Environmental Assessment if the land is proposed for a sensitive use (public open space, residential use, child care centre, pre-school centre or primary school),. If the Responsible Authority is satisfied that this requirement is not relevant to the assessment of the application, it may waive or reduce the requirement.

An Environmental Assessment must include assessment of the land by a suitably qualified environmental professional detailing the level and location of any contamination. This assessment is to be peer reviewed by a suitably qualified environmental professional approved by the Responsible Authority. If the Responsible Authority is satisfied that significant levels of contamination have been found:

- A certificate of environmental audit must be issued for the land in accordance with Part IXD of *the Environmental Protection Act 1970*, or
- An environmental auditor appointed under the *Environmental Protection Act 1970* must make a statement in accordance with Part IXD of the *Environmental Protection Act 1970* that the environmental condition of the land are suitable for the sensitive use.

4.2 Subdivision

10/02/2022
C399ggee

Site analysis

An application must be accompanied by a site analysis and design response as detailed in Clause 56.01. The site analysis must address or provide the following to the satisfaction of the responsible authority:

- A summary of relevant background technical reports previously prepared for the Armstrong Creek Horseshoe Bend Precinct.
- A consolidated site analysis plan in digital and hard copy format that depicts all relevant site analysis information.

Design response

The design response must address or provide the following to the satisfaction of the responsible authority:

- A written statement that explains how the subdivision meets the objectives and planning and design guidelines for the *Image and Character* and *Subdivision and Housing* elements of the incorporated *Armstrong Creek Horseshoe Bend Precinct Structure Plan.*
- Integration with the existing or proposed subdivision of adjoining properties including through alignment and configuration of the street network and landscape character.
- The staging of the development.
- Where appropriate, the location of proposed planned community infrastructure, public open space areas and their recreation function.
- An assessment by a suitably qualified professional of the existing surface and subsurface drainage conditions on the site and the potential impacts on the proposed development, including any measures required to mitigate the impacts of springs on the development and the impact of the development on drainage.
- An assessment to confirm that the application will avoid, minimise and offset loss pursuant to the *Permitted Clearing of Native Vegetation – Biodiversity Assessment Guidelines* (DEPI, 2013) for all vegetation identified as 'practical retention trees' in the *Native Vegetation Precinct Plan, Horseshoe Bend Precinct, Armstrong Creek Urban Growth Area August 2014 (Amended July 2021).*

If the Responsible Authority is satisfied that an application requirement is not relevant to the assessment of an application, the Responsible Authority may waive any of the above requirements.

Precinct Infrastructure Plan

An application must be accompanied by a Precinct Infrastructure Plan which addresses the following:

- The provision, staging and timing of stormwater drainage works.

- What land may be affected or required for the provision of infrastructure works.
- The provision, staging and timing of road works internal and external to the land consistent with any relevant traffic report or assessment.
- The landscaping of any land.
- The provision of public open space and land for any community facilities.
- What, if any, infrastructure set out in the *Armstrong Creek Horseshoe Bend Development Contributions Plan* is sought to be provided as 'works in lieu' subject to the consent of the collecting agency.
- Any other matter relevant to the provision of public infrastructure required by the Responsible Authority.

4.3 Drainage and Floodplain Management

27/11/2014
C259

Any application for use or subdivide land, construct a building or construct or carry out works must demonstrate how the proposal affects, or is affected by the requirements of the Horseshoe Bend Precinct Stormwater Management Strategy (HBSWMS).

The design response must address or provide the following to the satisfaction of the Responsible Authority:

- Stormwater Environmental Management Plans which identify the following:
  - Flood modelling both pre and post establishment and commissioning of the Sparrovale wetland.
  - Potential waterway stability/environmental/drainage/flooding problems and constraints arising from their development proposals (including upstream or downstream impacts on existing receiving environments, waterways, land uses and assets/works) and quantify and recommend what is required to ensure compliance with best practice water management objectives.
  - Explicit details on control over stormwater sediment loads and monitoring of same during estate construction works, and demonstrate how the works comply with best practice whilst addressing high construction-era sediment loads, potential acid sulphate soils and dispersive soils management issues.
  - Identification and appraisal of potential acid sulphate and dispersive soils. This assessment is to be peer reviewed by a suitably qualified environmental professional approved by Council.

5.0 Referral and notice

27/11/2014
C259

5.1 Native vegetation

10/02/2022
C399ggee

Notice of an application that relates to land containing native vegetation identified by the *Native Vegetation Precinct Plan, Horseshoe Bend Precinct, Armstrong Creek Urban Growth Area, August 2014 (Amended July 2021)* as an offset site, must be given to the Department of Environment, Land, Water and Planning.

A permit application proposing the removal of vegetation identified in the *Native Vegetation Precinct Plan, Horseshoe Bend Precinct, Armstrong Creek Urban Growth Area, August 2014 (Amended July 2021)* as 'retained' vegetation must be referred to the Department of Environment, Land, Water and Planning. An application must include GIS data of the vegetation to be removed in ESRI shapefile format with the appropriate spatial attributes to the satisfaction of the Department of Environment, Land, Water and Planning.

5.2 Flooding

27/11/2014 C259

An application for land that is shown to be subject to flooding in a 1 in 100 year event as detailed on Plan 18 (Flood boundary for existing conditions Q100) in the incorporated *Armstrong Creek Horseshoe Bend Precinct Structure Plan* must be referred to the relevant Catchment Management Authority.

6.0 Conditions and requirements for permits

27/11/2014 C259

6.1 Requirements for provision of reticulated recycled water

27/11/2014 C259

All newly created lots and buildings must be connected to a reticulated recycled water supply system for toilet flushing and garden watering. Where a reticulated recycled water supply system is not available to the building, a building must be connected to a rain water tank with a minimum capacity of 2500 litres for toilet flushing and garden watering or an alternative grey water recycling system to the satisfaction of the Responsible Authority.

6.2 Requirements for Activity Centres

27/11/2014 C259

A permit must not be granted to use or subdivide land, or to construct a building or construct and carry out works within land identified as the North East Neighbourhood Activity Centre in the incorporated *Armstrong Creek Horseshoe Bend Precinct Structure Pl*an, until an urban design framework has been prepared for this centre to the satisfaction of the Responsible Authority.

Unless the Responsible Authority agrees otherwise, the urban design framework must address all of the land in the North East Neighbourhood Activity Centre and must be generally in accordance with the incorporated *Armstrong Creek Horseshoe Bend Precinct Structure Plan* and must address and respond to any relevant part of the incorporated *Armstrong Creek Horseshoe Bend Precinct Structure Plan* as appropriate.

This does not apply if, in the opinion of the Responsible Authority, the grant of the permit will assist in achieving the objectives and the planning and design guidelines for the activity centre set out in the incorporated *Armstrong Creek Horseshoe Bend Precinct Structure Plan.*

The urban design framework may be amended to the satisfaction of the Responsible Authority.

6.3 Requirements for native vegetation

10/02/2022 C399ggee

A permit may contain a condition, or conditions as appropriate, requiring the implementation of any relevant condition as listed in Section 5 of the *Native Vegetation Precinct Plan, Horseshoe Bend Precinct, Armstrong Creek Urban Growth Area, August 2014 (Amended July 2021).*

6.4 Requirements for implementation of Environmental Assessments

27/11/2014 C259

If a statement by an environmental auditor is provided rather than a certificate of environmental audit, and the statement indicates that the environmental conditions of the relevant land are suitable for a sensitive use subject to conditions, those conditions must be inserted as conditions of permit and must be implemented to the satisfaction of the Responsible Authority.

6.5 Conditions for subdivision or development where land is required for community facilities, public open space, road widening and drainage.

27/11/2014 C259

Public open space and community facilities

Land identified as community facilities in the incorporated *Armstrong Creek Horseshoe Bend Precinct Structure Plan* and specified on Plan 3 - Urban Structure Plan and in Table 1 – Summary Land Use Budget in the incorporated *Armstrong Creek Horseshoe Bend Precinct Structure Plan* must be transferred to or vested in Council at no cost to Council unless funded by the *Horseshoe Bend Development Contributions Plan.*

Public open space must be provided in accordance with Plan 3 – Urban Structure Plan in the incorporated *Armstrong Creek Horseshoe Bend Precinct Structure Plan*, prior to the issue of a Statement of Compliance for the relevant stage (or as otherwise agreed with the Responsible Authority). These contributions are subject to an equalisation for unencumbered open space.

Any public open space provided at the applicants request and approved by the Responsible Authority, in addition to that reflected in Plan 3 - Urban Structure Plan and Appendix 1 - Detailed Land Use Budget by Property in the incorporated *Horseshoe Bend Precinct Structure Plan*, must be transferred to or vested in Council at no cost to Council and is not subject to compensation.

Road widening

Apart from land affected by a Public Acquisition Overlay, land required for road widening including right of way flaring for the ultimate design of any intersection with an existing or proposed arterial road must be referred to or vested in Council or VicRoads at no cost to the acquiring agency unless funded by the *Armstrong Creek Horseshoe Bend Development Contributions Plan*.

Drainage

Individual stages of development must demonstrate compliance with the staged delivery of ultimate drainage infrastructure in accordance with Plan 18 and Plan 18A of the incorporated *Armstrong Creek Horseshoe Bend Precinct Structure Plan.*

Flood mitigation

Where the development proposes interim/temporary drainage management measures that do not form part of the *Horseshoe Bend Development Contributions Plan,* and where agreed by the Responsible Authority, the development proponents are required to investigate, design, construct and fund all costs of establishment of the temporary works as may be required by relevant authorities.

A Statement of Compliance for drainage and/or flood mitigation works will be conditional on cleanout and resetting of sediment management assets and payment of ongoing maintenance and reclamation costs to the satisfaction of the Responsible Authority.

7.0 Resolution of doubt

07/12/2020
C396ggee

If any doubt arises as to whether a provision specified in this schedule applies to land, a permit may be granted for any use or development if the responsible authority is satisfied that the use or development is in accordance with the incorporated *Horseshoe Bend Precinct Structure Plan – September 2014*.

8.0 Exemption from notice and review

07/12/2020
C396ggee

None specified.

9.0 Decision guidelines

10/02/2022
C399ggee

The following decision guidelines apply to an application for a permit to subdivide, use and/or develop land under Clause 37.07, in addition to those specified in Clause 37.07 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the application is consistent with the *Armstrong Creek Urban Growth Plan*, City of Greater Geelong, May 2008 (Amended May 2010 and September 2012).
- Whether the application is consistent with the incorporated *Armstrong Creek Horseshoe Bend Precinct Structure Plan*, September 2014 including any approved Urban Design Frameworks.

- Whether the application is consistent with the incorporated *Native Vegetation Precinct Plan, Horseshoe Bend Precinct, Armstrong Creek Urban Growth Area, August 2014 (Amended July 2021)*
- Whether the application is consistent with the incorporate *Armstrong Creek Horseshoe Bend Development Contributions Plan,* September 2014.

10.0 Signs

07/12/2020
C396ggee

The sign category is the category which is applicable for the relevant applied zone.

Despite the provisions of Clause 52.05, a permit may be granted to display a sign that promotes the sale of land or dwellings, whether or not the sign is located on the land for sale.

Despite the provisions of Clause 52.05, a permit may be granted, for a period of no more than 5 years, to display a sign that promotes an education centre on land identified as education on Plan 1 to this Schedule.

11.0 Background document

Horseshoe Bend Precinct Site History Review and Limited Soil Sampling Report (March 2012)

GREATER GEELONG PLANNING SCHEME

27/02/2014
C246

SCHEDULE 6 TO CLAUSE 37.07 URBAN GROWTH ZONE

Shown on the planning scheme map as **UGZ6.**

LARA WEST PRECINCT STRUCTURE PLAN (2013)

1.0 The Plan

07/12/2020
C396ggee

Plan 1 shows the future urban structure proposed in the incorporated *Lara West Precinct Structure Plan, Revision J, 25 September 2013 (Lara West Precinct Structure Plan).*

Plan 1 to Schedule 6 to Clause 37.07

Lara West Precinct Structure Plan



2.0 Use and development

27/02/2014
C246

2.1 The Land

07/12/2020
C396ggee

The provisions specified in this schedule only apply to land in the Lara West Precinct (Plan 1) that is zoned UGZ.

2.2 Applied zone provisions

--/--/----
Proposed C451ggee

The provisions of the following zones in this scheme apply to the use and subdivision of land, construction of a building and construction and carrying out of works, by reference to Plan 1 of this schedule.

Table 1: Applied zone provisions

Land shown on plan 1 of this schedule	Applied zone provisions
Residential conventional	Clause 32.08 - General Residential Zone
Residential medium density	Clause 32.08 - General Residential Zone
Activity Centre - Neighbourhood Activity	Clause 34.01 - Commercial 1 Zone
Activity Centre - Local Activity	Clause 34.01 - Commercial 1 Zone

Community facilities	Clause 32.04 - Mixed Use Zone
Education centre	Clause 32.08 - General Residential Zone
Public open space - Unencumbered	Clause 36.02 - Public Park and Recreation Zone
Public open space - encumbered	Clause 36.02 - Public Park and Recreation Zone
Habitat conservation area	Clause 36.02 - Public Park and Recreation Zone
Lara West watercourse and floodway	Clause 36.02 - Public Park and Recreation Zone
Retarding Basins	Clause 36.02 - Public Park and Recreation Zone
Employment Precinct	Clause 34.02 - Commercial 2 Zone
Private school	Clause 32.08 - General Residential Zone

2.3 Specific provisions - Use of land

07/12/2020
C396ggee

The use of land must be generally in accordance with the *Lara West Precinct Structure Plan*.

The following provisions apply to the use of land.

Table 2: Use

Use	Condition
Display home on land shown as residential in Plan 1 of this schedule	Despite any requirement under Clause 52.06, car parking must be provided to the satisfaction of the Responsible Authority.
Shop on land shown as Employment Precinct in Plan 1 of this schedule	Must provide for convenience services in conjunction with other Employment Precinct uses and must not include a supermarket.
Child care centre on land shown as Activity Centre - Neighbourhood Activity	Must have written approval of the Minister administering the *Pipelines Act 2005*.
Education centre on land shown as Activity Centre - Neighbourhood Activity	Must have written approval of the Minister administering the *Pipelines Act 2005*.

2.4 Specific provisions – Subdivision

None specified.

2.5 Specific provisions - West Gateway Area

07/12/2020
C396ggee

A permit must not be granted to use or subdivide land or construct a building and carry out works within the West Gateway Area in the *Lara West Precinct Structure Plan*, until a Masterplan of the West Gateway Area has been prepared to the satisfaction of the responsible authority.

The Masterplan shall guide the future subdivision, use and development of land within the West Gateway Area.

The objective of this provision is to ensure development occurs generally in accordance with the *Lara West Precinct Structure Plan*, and to require a range of detailed planning issues to be resolved prior to the commencement of development of the Area.

The Masterplan must show or address the following:

- General accordance with the *Lara West Precinct Structure Plan*.
- The staging of the development.

- Delivery of infrastructure including stormwater management.
- Environmental issues including native vegetation.
- Integration with adjoining land including road layout.
- The location of public open space areas.
- The provision of a potential bus route as advised by Public Transport Victoria.
- Treatment of the Bacchus Marsh Road/West Gateway intersection as advised by VicRoads.
- A Detailed Land Use Budget by Property.

A permit may be granted before a Masterplan has been prepared to the satisfaction of the responsible authority for the following:

- Construction of one dwelling on an existing lot, including outbuildings, provided it is the only dwelling on the lot.
- Agriculture and any buildings and works associated with the use of the land for agricultural purposes.
- Extensions, additions or modifications to any existing use or development.

Except with the consent of the responsible authority, a permit must be consistent with any Masterplan of the West Gateway Area which has been prepared to the satisfaction of the responsible authority under this provision.

This provision des not apply to land required as part of the integrated stormwater management for the Lara West Precinct.

2.6 Specific provisions - Patullos Road Area

07/12/2020
C396ggee

A permit must not be granted to use or subdivide land or construct a building and carry out works within the Patullos Road Area in the *Lara West Precinct Structure Plan*, until a Masterplan of the Patullos Road Area has been prepared to the satisfaction of the responsible authority.

The Masterplan shall guide the future subdivision, use and development of land within the Patullos Road Area.

The objective of this provision is to ensure development occurs generally in accordance with the *Lara West Precinct Structure Plan*, and to require a range of detailed planning issues to be resolved prior to the commencement of development of the Area.

The Masterplan must show or address the following:

- General accordance with the *Lara West Precinct Structure Plan*.
- The staging of the development.
- Delivery of infrastructure including stormwater management.
- Environmental issues including native vegetation.
- Integration with adjoining land including road layout.
- The location of public open space areas.
- Treatment of the high-pressure gas pipeline following consultation with the Minister administering the *Pipelines Act 2005*.
- A Detailed Land Use Budget by Property.

A permit may be granted before a Masterplan has been prepared to the satisfaction of the responsible authority for the following:

- Construction of one dwelling on an existing lot, including outbuildings, provided it is the only dwelling on the lot.

- Agriculture and any buildings and works associated with the use of the land for agricultural purposes.
- Extensions, additions or modifications to any existing use or development.

Except with the consent of the responsible authority, a permit must be consistent with any Masterplan of the Patullos Road Area which has been prepared to the satisfaction of the responsible authority under this provision.

This provision des not apply to land required as part of the upgrade to the Patullos/Elcho/O'Hallorans Road intersection.

2.7 07/12/2020 C396ggee

Specific provisions - Neighbourhood Activity Centre

A permit must not be granted to use or subdivide land, or to construct a building or construct and carry out works within the land identified as the Neighbourhood Activity Centre in the incorporated *Lara West Precinct Structure Plan* until an urban design framework for the Neighbourhood Activity Centre has been prepared to the satisfaction of the responsible authority.

Unless the responsible authority agrees, the urban design framework must include all of the land in the Neighbourhood Activity Centre and must address and respond to Section 4.5 of the incorporated *Lara West Precinct Structure Plan* and any other relevant part of the incorporated *Lara West Precinct Structure Plan* as appropriate.

The urban design framework may be amended to the satisfaction of the responsible authority.

2.8 07/12/2020 C396ggee

Specific provisions - Employment Area

A permit must not be granted to use or subdivide land, or to construct a building or construct and carry out works within the land identified as the Employment Precinct in the incorporated *Lara West Precinct Structure Plan* until an urban design framework for the Employment Precinct has been prepared to the satisfaction of the responsible authority.

Unless the responsible authority agrees, the urban design framework must include all of the land in the Employment Precinct and must address and respond to Section 4.5 of the incorporated *Lara West Precinct Structure Plan* and any other relevant part of the incorporated *Lara West Precinct Structure Plan* as appropriate.

The urban design framework may be amended to the satisfaction of the responsible authority.

2.9 07/12/2020 C396ggee

Specific provisions - Buildings and works

A permit is not required for the construction or carrying out of buildings and works associated with a display home on a lot over 300 square metres.

2.10 07/12/2020 C396ggee

Specific provisions - Resolution of doubt

If any doubt arises as to whether a provision specified in this schedule applies to land, a permit may be granted for any use or development if the responsible authority is satisfied that the use or development is in accordance with the incorporated *Lara West Precinct Structure Plan.*

3.0 27/02/2014 C246

Application requirements

3.1 27/02/2014 C246

Environmental Assessment

An application for a permit must be accompanied by site assessment of the land by a suitably qualified environmental professional including:

- detail of the nature of the previous and existing land use/activities on the land;
- an assessment of the potential level and nature of contamination on the land; and

- advice on whether the environmental condition of the land is suitable for the proposed use/s and whether an environmental audit of all, or part, of the land is recommended having regard to the Potentially Contaminated Land General Practice Note June 2005, DSE as amended from time to time.

3.2 Subdivision

27/02/2014 C246

An application for subdivision must be accompanied by a site analysis and design response as detailed in Clause 56.01. In addition, the site analysis and design response must show or address the following to the satisfaction of the responsible authority.

- A written statement that explains how the subdivision meets the objectives and planning and design guidelines for the Image and Character and Subdivision and Housing elements of the incorporated *Lara West Precinct Structure Plan.*
- Integration with the existing or proposed subdivision of adjoining properties including through alignment and configuration of the street network and landscape character.
- The staging of the development.
- Where appropriate, the location of proposed planned community infrastructure, public open space areas and their recreation function.
- An assessment of the existing surface and subsurface drainage conditions on the site by a suitably qualified professional and the potential impacts on the proposed development, including any measures required to mitigate the impacts of springs on the development and the impact of the development on drainage.
- An environmental assessment is to be undertaken prior to development of any areas identified as being of potential environmental interest.

If the responsible authority is satisfied that an application requirement is not relevant to the assessment of an application, the responsible authority may waive any of the above requirements.

3.3 Referral

27/02/2014 C246

Native Vegetation

Any permit application for land containing native vegetation identified to be retained in the Lara West Native Vegetation Precinct Plan, or land that is identified within the Native Vegetation Precinct Plan as an offset site must be referred to the Department of Environment and Primary Industries.

High Pressure Gas Pipeline

Any permit application for the use, development or subdivision of land within the high pressure gas pipeline measurement length (as defined in AS2885) as shown in the incorporated *Lara West Precinct Structure Plan*must be referred to the Minister administering the *Pipelines Act 2005.*

Flood Mitigation

Any permit application for land that is shown to be subject to flooding in a 1 in 100 year event as detailed on Plan 19 (Flood Boundary for Existing Conditions Q100) in the incorporated *Lara West Precinct Structure Plan* must be referred to the relevant Catchment Management Authority.

4.0 Conditions and requirements for permits

27/02/2014 C246

Any permit must contain conditions and requirements as appropriate which give effect to any relevant part of the incorporated *Lara West Precinct Structure Plan.*

4.1 Conditions for subdivision or building and works permits where land is required for community facilities, public open space, road widening and drainage

07/12/2020 C396ggee

Public open space and community facilities

Land identified as public open space or community facilities in the incorporated *Lara West Precinct Structure Plan* and specified on Plan 5 - Future Urban Structure, and in Table 1 -Summary Land Use Budget in the incorporated *Lara West Precinct Structure Plan*, or in any approved Masterplan as required under clause 2.5 and 2.6 of this schedule, or any applicable Development Contributions Plan, must be transferred to or vested in Council at no cost to Council unless funded by the applicable Development Contributions Plan.

Public open space must be provided in accordance with Plan 5 - Future Urban Structure and Table 1 - Summary Land Use Budget in the incorporated *Lara West Precinct Structure Plan*, or in any approved Masterplan as required under clause 2.5 and 2.6 of this schedule, prior to the issue of a Statement of Compliance (or as otherwise agreed with the responsible authority). These contributions are subject to an equalisation for unencumbered open space.

Any public open space provided at the applicants request in addition to that reflected in Plan 5 - Future Urban Structure and Table 1 - Summary Land Use Budget in the incorporated *Lara West Precinct Structure Plan*, or in any approved Masterplan as required under clause 2.5 and 2.6 of this schedule, must be transferred to or vested in Council at no cost to Council and is not subject to compensation.

Road widening

Land required for road widening including right of way flaring for the ultimate design of any intersection with an existing or proposed arterial road must be referred to or vested in Council or VicRoads at no cost to the acquiring agency unless funded by an applicable Development Contributions Plan.

Drainage

Individual stages of development must demonstrate compliance with the staged delivery of ultimate drainage infrastructure in accordance with Plan 19 of the incorporated *Lara West Precinct Structure Plan*.

Requirements for Native Vegetation

Prior to issuing statement of compliance, or before the vegetation removal starts for Very High Conservation Significance Vegetation, the applicant must prepare and submit a Vegetation Offset Management Plan to the satisfaction of the Department of Environment and Primary Industries for approval by the responsible authority. When approved, the plan will form part of this permit.

4.2 Conditions for subdivision permits that allow for the creation of a lot of less than 300 square metres

27/02/2014 C246

Any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions:

- The Small Lot Building Code forming part of the Lara West Precinct Structure Plan applies to the subdivision of land under this permit and the application of the Small Lot Building Code must be shown on any endorsed plans which are part of this planning permit.
- Before a plan is certified for a subdivision (or the relevant stage of a subdivision) where a building envelope is proposed, the plans endorsed under this permit must show a building envelope for each lot with an area less than 300 square metres that is in accordance with the Small Lot Building Code forming part of the Armstrong Creek West Precinct Structure Plan to the satisfaction of the Responsible Authority.

Where a building envelope plan is proposed and/or required, any permit for subdivision must contain the following conditions:

- The building envelopes must be applied as a restriction on the Plan of Subdivision or through an agreement under section 173 of the Act that is registered on the title to the land. The restriction or agreement must provide for:
  - The building envelope plan to apply to each relevant lot;
  - All buildings being constructed in accordance with the building envelope on the relevant lot;
  - The construction of a building outside the building envelope only with the written consent of the Responsible Authority;
  - A building envelope to cease to apply to any building on the lot affected by the envelope after the issue of a Certificate of Occupancy for the whole of a dwelling and any garage or carport on the land.

4.3 Conditions and requirements for all permits

27/02/2014
C246

Environmental Audit

If the environmental site assessment recommends an environmental audit of all or part of the land, or if required by the responsible authority, then prior to the commencement of any use, for a sensitive purpose or prior to any buildings or works or the certification of a subdivision, whichever is earlier, the following must be provided to the responsible authority:

either:

- A certificate of environmental audit issued for the relevant land in accordance with Part 1XD of the *Environmental Protection Act 1970*,

or

- A statement by an environmental auditor appointed under the *Environment Protection Act 1970*, in accordance with Part 1XD of that Act that the environmental conditions of the relevant land are suitable for a sensitive use (with or without conditions on the use of the site);

If a statement by an environmental auditor is provided rather than a certificate of environmental audit and the statement indicates that the environmental conditions of the relevant land are suitable for a sensitive use subject to conditions, the owner of the land must enter into an agreement with the responsible authority under Section 173 of the *Planning and Environment Act 1987* before any development commences on the relevant land to provide for;

- ongoing compliance with all conditions in the Statement by the Environmental Auditor; and
- the responsible authority's reasonable legal costs and expenses of drafting / reviewing and registering the agreement to be borne by the owner of the relevant land.

5.0 Exemption from notice and review

07/12/2020
C396ggee

None specified.

6.0 Decision guidelines

07/12/2020
C396ggee

The following decision guidelines apply to an application for a permit to subdivide, use and/or develop land under Clause 37.07, in addition to those specified in Clause 37.07 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the application is consistent with the *Lara Structure Plan*, City of Greater Geelong, 2011.
- Whether the application is consistent with the incorporated *Lara West Native Vegetation Precinct Plan*, September 2013.

- Whether the application is consistent with the incorporated *Lara West Precinct Development Contributions Plan*, September 2013.
- Whether the application is consistent with the incorporated *Lara West Precinct Structure Plan*, September 2013 including any approved Urban Design Frameworks.
- For any application within the gas pipeline easement and its pipeline measurement length (as defined in AS2885), as shown on Plan 1: any risks associated with the operation of the high pressure gas pipeline.

7.0 Signs

07/12/2020
C396ggee

The sign category is the category which is applicable for the relevant applied zone.

Despite the provisions of Clause 52.05, a permit may be granted to display a sign that promotes the sale of land or dwellings, whether or not the sign is located on the land for sale.

8.0 Background documents

Lara West Precinct Structure Plan, Revision J, 25 September 2013

Lara Lakes Heritage Due Dilligence Study and Implications for Development (October, 2011) prepared by Andrew Long and Associates Pty Ltd

Lara West Flora and Fauna Assesment (April, 2012) prepared by Brett Lane and Associated Pty Ltd

Lara West Growth Area, Lara, Native Vegetation Precinct Plan (September 2013) prepared by Brett Lane and Associated Pty Ltd

Lara West Surface Water Management Strategy (June, 2012) prepared by Neil M Craigie Pty Ltd

Phase 1 Environmental Site Assessment (July, 2011) prepared by SMEC Pty Ltd

Lara West Infrastruture Services Report (September, 2012) prepared by SMEC Urban Pty Ltd

Small Lot Housing Code Standards, GAA, August 2011

2.10. Councillor Appointments to Municipal Association of Victoria

Source: **Office of the Chief Executive**
A/Chief Executive Officer: **Kaarina Phyland**

Purpose

1. To appoint Council's Municipal Association of Victoria (MAV) delegates.

Background

2. Cr Kylie Gryzbek has advised of her intention to stand down as Council's appointed MAV representative (delegate).

3. The MAV is the legislated peak body for councils and the voice of local government in Victoria and it is important that Council has representation.

4. MAV Membership is voluntary, with all 79 Victorian councils' current members.

Key Matters

5. The role of the MAV delegate is to:

    5.1. Participate at State Council (voting on behalf of Council on matters);

    5.2. Report to Council on MAV matters and decisions;

    5.3. Have regard for any protocols published by the Board in relation to their functions as a delegate;

    5.4. Meet with and provide feedback to their regional Board Director and other representatives from the region at MAV functions; and

    5.5. Participate in MAV strategic planning.

6. The substitute delegate acts when Council's delegate is unavailable.

7. It is important to note that only Council appointed representatives are eligible to vote in the MAV elections or for appointment to the Board.

RESOLUTION - Item 2.10

Cr Murrihy moved, Cr Kontelj seconded -

That Council appoint Cr Moloney as the MAV delegate and Cr Mason as MAV substitute delegate.

Carried

Financial Sustainability

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

Community Engagement

9. No changes to existing community engagement practices are proposed by this report.

10. Outcomes of Councillor appointment will be communicated to the MAV (refer **Attachment 1**).

Social Equity and Sustainability

11. There are no social equity considerations associated with this report.

Relevant Law/Policy/Legal Implications

12. MAV membership is voluntary.

Alignment to Community Plan and Vision

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

Conflict of Interest

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

Risk Assessment

15. Councillors are required to consider the risks and regulatory requirements of representing Council, including conflicts of interest, confidentiality of information and adherence to the Governance Rules.

Environmental Sustainability

16. There are no direct environmental implications arising from this report.

Attachments

1. MAV Notification of Appointment Form [**2.10.1** - 1 page]

Municipal Association of Victoria

Schedule 1

Notification of appointment (Rule 7)

The Chief Executive Officer
Municipal Association of Victoria

(email: governancesupport@mav.asn.au)

At the meeting of Greater Geelong City Council on 13 December 2022:

Cr_____ was appointed as the council's delegate (representative) to the Association.

Cr_____ was appointed as the council's substitute delegate* (representative) to the Association.

.....
A/Chief Executive Officer
(*signature of A/Chief Executive Officer required)*

Dated: .....
(*insert date*)

*Appointment of a substitute delegate is required by Rule 7.1 of the Association's Rules. Appointment of *both* a delegate and substitute delegate is therefore required.

Note: Submission of this notice to the Association will result in the revocation of any previous appointment of a delegate or substitute delegate.

2.11. Planning Authorisation - Council to Staff

Source: **Office of the Chief Executive**
A/Chief Executive Officer: **Kaarina Phyland**

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 2.11

Cr Harwood moved, Cr Murrihy 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 Acting 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 December 2022 (1) [**2.11.1** - 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 –

Amanda Firenz

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 13 December 2022.

Signed for GREATER GEELONG CITY COUNCIL by
KAARINA PHYLAND, Acting Chief Executive Officer

_____
A/Chief Executive Officer

Date:

3. NOTICE OF MOTION

NOTICE OF MOTION – Cr Aitken

3.1. City of Greater Geelong State and Federal Elected Parliamentary Service Recognition Program

The Notice of Motion was considered as the first item of business as a result of a Procedural Motion.

Purpose

To establish a civic City of Greater Geelong State & Federal Elected Parliamentary Service Recognition Program.

Background

Australia and Geelong are privileged to be governed under a democratic system built on the parliamentary model of the United Kingdom and our federal and state constitutions.

Elected parliamentary service is the pinnacle of our democratic system. Members of our community who serve as elected parliamentary officials are representing our local community at the highest level, protecting and enshrining the democratic principles we value so highly in Australia.

To serve at any level of government is an honour as an elected official, but to serve for over 10 years plus deserves recognition of the contribution that those individuals and their families have made to our democracy and the local community in Geelong.

Council is the best placed democratic institution to use its civic responsibilities and leadership of our local community to establish this program which recognise this unique service.

While the finer aspects of the program will be left to the discretion of the Mayor of the day the recognition program could include the reading out at a Council meeting of the individual's parliamentary service history and a list of local community achievements the recipient would liked publicly acknowledged. The Mayor on behalf of the Council could also present a certificate in accordance with the recognition program.

Council may consider at a future date to add local government elected service to this recognition program.

RESOLUTION - Item 3.1

Cr Aitken moved, Cr Mason seconded -

That Council supports:

1. **The establishment of City of Greater Geelong State and Federal Elected Parliamentary Service Recognition Program (the Program);**

2. **Eligibility for the Program to be:**

   2.1 Retired or electorally defeated State or Federal Parliamentarians;

   2.2 Service of 10 years or more as an elected state and/or federal parliamentarian (noting this service does not need to be continuous); and

   2.3 Elected Parliamentary service electorate must cover the City of Greater Geelong local government area.

3. **The Program being activated preferably at the first Council meeting immediately after a State or Federal election (noting recognition can be made in absenteeism).**

Carried

4. RECORD OF INFORMAL MEETINGS OF COUNCILLORS

Source:	**Office of the Chief Executive**
Acting Chief Executive Officer:	**Kaarina Phyland**

Summary

1. The Governance Rules of the City of Greater Geelong require the tabling of records of informal meetings of Councillors at the next convenient Council meeting and that their record be included in the minutes of that Council meeting.
2. A summary of the informal meetings of Councillors is attached.

RESOLUTION - Item 4.1

Cr Asher moved, Cr Kontelj seconded -

That Council receive the summary of the informal meetings of Councillors for the period to 13 December 2022.

Carried

INFORMAL MEETINGS OF COUNCILLORS
(Council Meeting 13 December 2022)

Informal Meeting Details	Councillor Attendance/Apology	Officer Attendance	Agenda Items	Conflict of Interest Disclosures
Councillor Briefing **15 November 2022**	Crs Sullivan, Harwood, Aitken, Mason, Nelson, Asher, Murrihy, Moloney, Grzybek, Kontelj *Apology : Cr Mansfield (LOA)*	G Smith (DIR) B Prosser (A/DIR) S McKew (MGR) T Bradley (MGR) C Silvestroni (CO ORD) F Porter (MGR) M Thomson (MGR)	• Draft Economic Development Plan 2022-2032 • Councillor Appointments to Portfolios and Committees • Digital Modernisation Update • CEO Recruitment	• Nil
Councillor Briefing **29 November 2022**	Crs Sullivan, Aitken, Asher Mason, Kontelj, Murrihy, Harwood, Moloney, Nelson, Grzybek *Apology: Cr Mansfield (LOA)*	K Phyland (A/CEO) G Wilson-Browne (DIR) R Stevens (DIR) G Smith (DIR) B Prosser (A/DIR) S McKew (MGR) A Miller (MGR) J Thomas (CO ORD) J Hurse (MGR) S Priestley (CO ORD) S Beck (MGR) B Hartley (MGR) N O'Shea (A/Chief Financial Officer) K Pizzi (MGR) M Macgugan (CORP COMM LEAD)	*Presentations:* • Dog Controls for Land Managed by Barwon Coast Committee of Management Inc • Aged Care Reforms *Reports:* • Youth Council Final Report 2022 • Dog Control Orders for land Managed by Barwon Coast Committee of Management Inc • Avalon Corridor Strategy • Community Safety Framework 2022-26 • Public Tree Management Policy • Community Life Council Advisory Committee Annual Report 2022 • Our Community Plan Quarterly Report – September 2022 • Adoption of Amendment C451ggee – Correction of Planning Scheme Anomalies • 2022-23 Community Grants (Confidential) • Contract C1600040 Domestic Animal Pound Service (Confidential)	• Nil

5. PLANNING DELEGATIONS

Source: **City Planning & Economy**
Director: **Gareth Smith**

Purpose

1. To provide the schedule of planning permit applications determined under delegation since the last report.

Background

2. Section 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 5.1

Cr Harwood moved, Cr Asher seconded -

That Council receive the information in the Schedule entitled Planning Decisions Report for November 2022.

Carried

Planning Decisions Report November 2022

App No	Location	Application Type	Decision Date	Description	Authority Description/ No of Objectors
PP-1126-2020	10 Carroll Road, FYANSFORD VIC 3218	Use and Development for a Dwelling and Shed in a Rural Living Zone	28/11/2022	Permit Refused	VCAT
PP-1220-2022	90-92 O'Briens Road, CORIO VIC 3214	2 Lot Subdivision	23/11/2022	Refusal to Grant a Planning Permit	Development Hearings Panel
PP-1392-2012/B	90 Autumn Street, GEELONG WEST VIC 3218	Construction of a Double Storey Office Building comprising of Four Tenancies, Use of the land for Office purposes, Reduction in the Standard Car Parking requirements and Waiver of the Standard Loading Bay Requirements	1/11/2022	Extended Planning Permit	Delegated Authority
PP-1459-2018	65-105 Lings Road, CONNEWARRE VIC 3227	Use and Development of the Land for a Restaurant, Function Centre and Outdoor Recreation Facility (Children's Farm)	28/11/2022	Refusal to Grant a Planning Permit	Planning Committee
PP-1546-2021	85B O'Briens Road, CORIO VIC 3214	Two (2) Lot Subdivision	25/11/2022	Refusal	Decision Making Committee
PP-1578-2021	2 Stephens Parade, BARWON HEADS VIC 3227	Demolition of Two (2) Dwellings and Fences and Construction of a Dwelling and Fences	28/11/2022	Refusal to Grant a Planning Permit	Planning Committee
PP-184-2019	89 The Avenue, OCEAN GROVE VIC 3226	Construction of Nine (9) Dwellings and Nine (9) Lot Subdivision	23/11/2022	Extended Planning Permit	Delegated Authority
PP-351-2022	81 Gertrude Street, GEELONG WEST VIC 3218	Construction of Three (3) Dwellings and Three (3) Lot Subdivision	4/11/2022	NOD - Planning Permit	Decision Making Committee

PP-357-2021/A	21-27 Eversley Street, DRYSDALE VIC 3222	Use of the Land for a Place of Assembly (including Community Care, Senior Citizens and Youth Group Facility and Community Recreation and provision for 3 Halls) and Reduction in Parking	2/11/2022	Grant an Amended Planning Permit- (No Appeal Lodged)	Delegated Authority
PP-391-2022	45 Trigg Street, GEELONG WEST VIC 3218	Construction of Two (2) Dwellings and Two (2) Lot Subdivision	17/11/2022	NOD - Planning Permit	Decision Making Committee
PP-432-2022	124 Mount Pleasant Road, BELMONT VIC 3216	Construction of Three (3) Dwellings	14/11/2022	NOD - Planning Permit	Decision Making Committee
PP-445-2021	152-156 Colac Road, HIGHTON VIC 3216	Construction of 46 Dwellings including 14 Apartments, and Alteration of Access to a Road in a Road Zone, Category 1	1/11/2022	Clerical Error Permit Issued	Delegated Authority
PP-655-2022	10-14 Harding Street, PORTARLINGTON VIC 3223	Change of Use to a Restricted Retail Premises & Food and Drink Premises and Reduction in Car Parking Requirements	28/11/2022	Grant a Planning Permit	Delegated Authority
PP-750-2019	26 High Street, PORTARLINGTON VIC 3223	Development of the Land for Three Dwellings	7/11/2022	Extended Planning Permit	Delegated Authority
PP-761-2020	123-129 Barrabool Road, BELMONT VIC 3216	Building and Works for the Construction of Forty (40) Dwellings	1/11/2022	Refusal	Decision Making Committee
PP-912-2022	57A Dare Street, OCEAN GROVE VIC 3226	Construction of a Dwelling over 7.5m in Height	23/11/2022	NOD - Planning Permit	Decision Making Committee
PP-975-2018/B	1-19 Rollins Road, BELL POST HILL VIC 3215	Development and Use of a Childcare Centre, Food & Drink Premises, Associated Business Identification Signage and the Construction of Nine (9) Dwellings and a Nine (9) Lot Subdivision	30/11/2022	Clerical Error - Amended Permit	Delegated Authority

PP-1056-2022	49 Clarence Street, GEELONG WEST VIC 3218	Partial Demolition of Rear of Dwelling, Demolition of Shed and Front Fence and Alterations and Additions to a Dwelling in a Heritage Overlay	30/11/2022	NOD - Delegate	1
PP-1319-2021	7 Buchan Court, CORIO VIC 3214	Construction of Four (4) Dwellings and Four (4) Lot Subdivision	30/11/2022	NOD - Delegate	3
PP-1519-2021	1/2B Francis Street, BELMONT VIC 3216	Construction of Three (3) Dwellings and Three (3) Lot Subdivision and Removal of Restrictive Covenant C965609	22/11/2022	NOD - Delegate	2
PP-294-2022	3/11 Reid Street, BARWON HEADS VIC 3227	Alterations and Additions to a Dwelling on a lot less than 300m2	14/11/2022	NOD - Delegate	1
PP-394-2022	57 The Terrace, OCEAN GROVE VIC 3226	Construction of Two (2) Dwellings	30/11/2022	NOD - Delegate	3
PP-455-2022	77 Saffron Street, NEWTOWN VIC 3220	Demolition of Existing Dwelling, Construction of Two (2) Dwellings and a Two (2) Lot Subdivision	22/11/2022	NOD - Delegate	3
PP-469-2022	11 Victoria Street, RIPPLESIDE VIC 3215	Construction of Two (2) Dwellings and Construction of a Crossover in a Heritage Overlay	14/11/2022	NOD - Delegate	2
PP-475-2022	169 McKillop Street, GEELONG VIC 3220	Demolition of Dwelling and Outbuildings, Construction of Three (3) Dwellings and Fence, Three (3) Lot Subdivision and Alterations to Access to a Transport Zone 2.	23/11/2022	NOD - Delegate	3
PP-546-2022	29 Hood Road, PORTARLINGTON VIC 3223	Construction of Four (4) Dwellings	23/11/2022	NOD - Delegate	2
PP-670-2022	9 South Street, BELMONT VIC 3216	Construction of Two (2) Dwellings and Two (2) Lot Subdivision	1/11/2022	NOD - Delegate	1

PP-713-2022	121 Aldebaran Road, OCEAN GROVE VIC 3226	Construction of Two (2) Dwellings and Two (2) Lot Subdivision	7/11/2022	NOD - Delegate	1
PP-794-2022	12-14 Noel Road, MOOLAP VIC 3224	Two (2) Lot Subdivision and Removal of Native Vegetation	28/11/2022	NOD - Delegate	1
PP-833-2021	9 Lyrebird Street, OCEAN GROVE VIC 3226	Construction of Two (2) Dwellings and a Two (2) Lot Subdivision and Removal of Three Trees	3/11/2022	NOD - Delegate	1
PP-834-2022	2/70 Stephens Parade, BARWON HEADS VIC 3227	Buildings and Works (Extension) to an Existing Dwelling; and Removal of Vegetation	25/11/2022	NOD - Delegate	1
PP-835-2022	15 Glenville Road, HIGHTON VIC 3216	Ten (10) Lot Residential Subdivision	21/11/2022	NOD - Delegate	3
PP-902-2021	22 Blyth Street, BREAMLEA VIC 3227	Construction of a Dwelling	18/11/2022	NOD - Delegate	1
PP-921-2022	57-59 Autumn Street, GEELONG WEST VIC 3218	Use and Development of a Motor Repairs, Display of Business Identification Signage and Reduction in Carparking Requirements	8/11/2022	NOD - Delegate	1
PP-935-2021	165 Dare Street, OCEAN GROVE VIC 3226	Construction of Two (2) Dwellings and Two (2) Lots Subdivision	8/11/2022	NOD - Delegate	1
PP-999-2022	5 Stephen Street, NEWTOWN VIC 3220	Partial Demolition, Additions and Alterations to a Dwelling within a Heritage Overlay	30/11/2022	NOD - Delegate	1

6. CONFIDENTIAL

Council will close the meeting to the public in accordance with the provision of section 66(2) of the *Local Government Act 2020* to consider the following items:

6.1. Proposed Lease of Ariston Childcare and Administration Centre (Confidential)

Source: Customer & Corporate Services
Acting Director: Bryce Prosser

Confidential

RESOLUTION - Item 6.1

Cr Kontelj moved, Cr Harwood seconded -

That Council consider this report at the conclusion of the meeting as it is designated confidential by the Chief Executive Officer for the purposes of sections 3(1) and 66(5) of the *Local Government Act 2020*, the information contained in this report is confidential because it contains private commercial information, which if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage. This section is applicable because the commercial terms in the proposed new lease should not be disclosed to the public.

Carried

6.2. 2022-23 Community Grants (Confidential)

Source: Customer & Corporate Services
Acting Director: Bryce Prosser

Confidential

RESOLUTION - Item 6.2

Cr Asher moved, Cr Harwood seconded -

That Council consider this report at the conclusion of the meeting as it is designated confidential by the Chief Executive Officer for the purposes of sections 3(1) and 66(5) of the *Local Government Act 2020*, the information contained in this report is confidential because it contains Council business information being information that would prejudice the Council's position in commercial negotiations. This section is applicable because the agenda item contains a level of detail which if released would diminish the organisation's capacity to compete in a commercial environment.

Carried

6.3. Contract C1600040 Domestic Animal Pound Service (Confidential)

Source: Customer & Corporate Services
Acting Director: Bryce Prosser

Confidential

RESOLUTION - Item 6.3

Cr Mason moved, Cr Moloney seconded -

That Council consider this report at the conclusion of the meeting as it is designated confidential by the Chief Executive Officer for the purposes of sections 3(1) and 66(5) of the *Local Government Act 2020*, the information contained in this report is confidential because it contains Council business information being information that would prejudice the Council's position in commercial negotiations. This section is applicable because the agenda items contain a level of detail which if released would diminish the organisation's capacity to compete in a commercial environment.

Carried

6.4. Employment Matters (Confidential)

Source: Strategy, People & Performance

Confidential

RESOLUTION - Item 6.4

Cr Sullivan moved, Cr Aitken seconded -

That Council consider this report at the conclusion of the meeting as it is designated confidential by the Chief Executive Officer for the purposes of

sections 3(1) and 66(5) of the *Local Government Act 2020* (the Act), the information contained in this report is confidential because it contains personal information that would if released result in the unreasonable disclosure of information about personal affairs. This section is applicable because it relates to the Acting Chief Executive Officer's personal affairs.

Carried

CLOSE OF MEETING

Cr Mason moved, Cr Kontelj seconded -

That the meeting be closed to the public.

Carried

The meeting was closed to the public at 8.36pm

Cr Mason moved, Cr Kontelj seconded -

That the meeting be re-opened to the public.

Carried

The meeting was opened to the public at 8.53pm

As there was no further business the meeting closed at 8.53pm on Tuesday 13 December 2022.

Signed: _____

Cr Trent Sullivan (Mayor)

Date: _____