MINUTES

COUNCIL MEETING

Tuesday 27 August 2024
6:30 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 J Mason (Bellarine Ward)
Cr E Wilkinson (Bellarine Ward)
Cr M Cadwell (Brownbill Ward)
Cr E Kontelj (Brownbill Ward)
Cr P Murrihy (Brownbill Ward)
Cr B Harwood (Kardinia Ward)
Cr B Moloney (Kardinia Ward)
Cr R Nelson (Kardinia Ward)
Cr S Hathway (Windermere Ward)

CITY OF GREATER GEELONG

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Present: Cr T Sullivan (Mayor), Cr A Aitken (Deputy Mayor), E Wilkinson, S Hathway, E Kontelj, M Cadwell, J Mason, B Moloney, R Nelson

Also Present: A Wastie (Chief Executive Officer), T Edwards (Executive Director, Corporate Services), T Bradley (Executive Director, Placemaking), J Stirton (Executive Director, City Infrastructure), A Basford (Executive Director City Life), A Martin (Chief Governance and Risk Officer) J Douglas (Acting Manager Council & Corporate Governance) Emily Ryan (Council Business Coordinator (Governance)) Danielle Pangrazio (Governance Officer).

Opening: The Mayor declared the meeting open at 6.30pm.

1. PROCEDURAL MATTERS

1.1. Acknowledgement of Country

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

1.2. Apologies

Cr B Harwood
Cr P Murrihy (Leave of Absence)

1.3. Leaves of Absence

RESOLUTION - Item 1.3.1

Cr Wilkinson moved, Cr Mason seconded -

That Leave of Absence be granted to Cr Murrihy from 25 August to 1 September 2024, inclusive.

Carried

1.4. Declarations of Conflicts of Interest

Nil

1.5. Confirmation of Minutes

RESOLUTION - Item 1.5.1

Cr Kontelj moved, Cr Hathway seconded -

That the Minutes of the Council Meeting held on 23 July 2024 be confirmed.

Carried

1.6. Public Question and Submission Time

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

The following persons submitted questions prior to the Council Meeting and presented them at the Council Meeting, on the following various subjects:

- Dean John Frank Vella - Wurriki Nyal Precinct
- Ashley Goldstraw - Gheringhap Street Bike Lanes
- Ben Hastings - Leopold Structure Plan 2011
- Noor - City's Investment
- Massimo Amerena - International Conflict
- Thomas Greenwood - Hoarding Concerns and Response
- Teagan Mitchell - Biyal-a Library/ Zebra crossings
- Barry White - Serendip Sanctuary/ You Yangs Masterplan
- Stephen O'brien - Drinking Water & Advisory Committees
- Angela Carr - Stormwater Infrastructure
- Charles Street - Waste Management
- Chrissy Freestone - Cycling and Rail Infrastructure Strategy
- Irith Williams - Concession Membership
- Catriona Rowntree - Lithium Battery Farms
- Jennifer Bantow OAM - Agenda Items 2.5 and 2.9
- Christopher Bates - Community Health Promotion

SUBMITTER 1. DEAN JOHN FRANK VELLA

Subject: Wurriki Nyal Precinct **Relevant City Department: Corporate Services / City Infrastructure**

Question 1:
Wurriki-Nyal remains vacant, disregarding the mayor's claims and denial. Is the council prepared to share the Original leasing plan and expectations outlined in the original business case? There is an expectation that the council will need to disclose the fiscal loss we (the community) have incurred in a vacant tenancy. Desegregating within budget, the community should be made aware of loss's Council has forecast for public review and discussion.

Question 2:
2) PakoFest has become a staple calendar date in the community and Geelong calendar. At present, we have evidence of;

- Decrepit footpaths that are severe trip hazards
- Poor lighting – Lighting that hasn't been updated for over 20 years, but also an issue with encouraging crime and vandalism within the area
- Rusted and broken Bus shelters
- Neglected streetscape – Rusted bins, plants dead shrubs. In light of recent "short term" fixes and the finalization of the UDF.

What is the Council's long-term plan to fix and maintain the street?
Are our current ward members willing to admit they have dropped the ball in actually representing this part of the community?
As these issues have been raised in the past and discussed within the council, has or will there be any reprimand against local members who have failed to successfully and competently fulfil their duty as ward members?

Response:

Thank you for your question, Dean,

Question 1,

- Wurriki – Nyal is not empty. City employees are working out of the office and since January there has been a significant increase in employees working from the building – hundreds each day.
- The City is actively working to lease several commercial tenancies at the Wurriki-Nyal building.
- Market confidence in the Geelong region is increasing and two of the commercial spaces are currently under offer from local business operators.
- The original leasing plan remains consistent with expectations in terms of time and income.

Question 2,

The recent adoption of the Pakington North Urban Design Framework now paves the way for the next phase of work being the preparation of a public realm master plan for Pakington Street. This piece of work will guide streetscape works, furniture upgrades, pedestrian and traffic movements, and a planting plan for the entire strip. This master plan will be produced within the next Council term and be the subject for future budget considerations.

In the meantime, Council continues to allocate maintenance budgets towards the renewal of Pakington Street where we can, such as;

- The bus stop at 132 Pakington Street, which was damaged, has had its timber panels replaced with a more robust material.
- Renewal works took place in May and June 2024 in front of the Queen of the West and Splatters. Asphalt replaced the brick paving that had lifted due to tree roots, and brick feature banding was incorporated. The asphalt will be easier to maintain and is more elastic, allowing it to move as the roots grow.

- Additional pavement works were completed at the corner of Waratah and Pakington Street, with new asphalt installed.
- Improvements to the drainage system and a number of pits were also completed in May and June.

SUBMITTER 2. ASHLEY GOLDSTRAW

Subject: Gheringhap Street Bike Lanes **Relevant City Department: City Life/City Infrastructure**

Question 1:

The Gheringhap Street Bike lanes are regularly blocked by people parking their cars in them. This is particularly bad between Little Malop Street and Ryrie Street just up from the Little Malop Street junction. Despite sending dozens of photos of cars blocking the lanes to COGG, the problem continues, and puts people riding in the bike lanes at risk. It is a problem during the day, but an even bigger problem after 6:00pm when the local laws officers have finished for the day. We have also requested unsuccessfully that kerbs, or wands be installed in this section to resolve the problem. On wed 24th of July, there were 6 cars parked illegally in this section. A parking officer's wage would easily be paid for with the tickets. When will COGG take this problem seriously, implement after hours parking patrols and install barriers in this section to protect the safety of people choosing to ride into the CBD?

Response:
Thank you for your question, Ashley,

The Parking Services team are aware of continued illegal parking obstructing bike lines in this area. Where offences are observed by officers, relevant enforcement action is taken. We are currently rostering parking officers through to 7pm and later to address this issue.

Our Transport Team have also issued a work instruction for an additional 6 bollards along the stretch of 11m at the departure side of Gheringhap St / Lt Malop St intersection and 6 additional bollards along a stretch of 11m at the departure side of the Gheringhap St / Ryrie St intersection. We expect these bollards will be installed in 6-8 weeks.

SUBMITTER 3. BEN HASTINGS

Subject: Leopold Structure Plan 2011 **Relevant City Department: Placemaking**

Question 1:

Hi, I'm looking at moving to Leopold and conducting some more research in the area, and I've come across a Structure plan document for Leopold from 2011 (amended in 2013). This document is extremely useful and paints a very positive long-term picture for the area. The plan is now a little outdated and I'm wondering if there is a new plan in the works at all? And if so, when do you expect this to be completed? Thank you very much.

Response:

Responded via email

Good afternoon, Ben,

Thank you for submitting your question to Council to be read at the August meeting relating to the Leopold Structure Plan and whether a review will be undertaken in the future. I am responding to your question via email as I am assuming you won't be attending the meeting in August in person.

The Leopold township is part of the Bellarine Peninsula which was declared a Distinctive Area and Landscape by the State government in 2019. This declaration has seen the development of the Bellarine Statement of Planning Policy which sets out a vision, objectives and strategies for the Bellarine over the coming years. This includes locking in a protected township boundary which limits outward growth. The state is currently working through the implementation of the policy in discussion with council. Our Settlement Strategy notes we will 'Reconsider the need for and timing of the structure planning review process for townships upon completion of the Bellarine Peninsula Distinctive Area and Landscape process.' (pg 6). At this stage this is probably some years away. If you are interested in more information on Leopold the following may be of use, accessible on Council's HYS page:

Social Infrastructure Plan – see 'area 5' for Leopold

- Population and demographics
- Retail Strategy
- Leopold Community Centre
- Leopold library
- Memorial Reserve master plan and Estuary Reserve
- Gateway Sanctuary
- Community directory

I hope this information is useful in informing your decision to move to our region.

SUBMITTER 4. NOOR

Subject: City's Investment **Relevant City Department: Corporate Services**

Question 1:

Do you believe that the City of Greater Geelong should not be investing rate-payers' money in industries that cause human suffering and contribute to human rights abuses, such as weapons manufacturing, gambling, or tobacco?

Response:

Thank you for your question,

The City responsibly manages Council's budget with the best interests of the community at the forefront of decision making. The City invests in areas that directly benefit the health and well-being of our community, as well as fulfilling our obligations under relevant acts and regulations. This approach ensures that our resources are directed toward initiatives that promote public health, safety, and overall quality of life, aligning with our commitment to ethical and responsible stewardship of community funds.

The City does not support industries that promote human rights abuse and has limited controls over industries such as manufacturing of weapons, gaming and tobacco. Council has in place a number of strategic documents that guide decisions in these areas that fall within the powers of Council, these include the Gambling Harm Minimisation Policy, Economic Development plan and the Local Law.

SUBMITTER 5. MASSIMO AMERENA

Subject: International Conflict **Relevant City Department: Corporate Services**

Question 1:

Do you agree that Local Government and Councillors have a duty to advocate for and exercise Council's powers to act against human rights abuses?

Response:

Thank you for your question, Massimo,

Council plays a crucial role in managing human rights by adhering to the Charter of Human Rights and Responsibilities and the Local Government Act 2020. The City must ensure their services are accessible to everyone and consider human rights impacts when making policies and decisions. Additionally, Council actively engages with our community and provide mechanisms for addressing human rights concerns that fit within the powers and functions of a Council.

SUBMITTER 6. THOMAS GREENWOOD

Subject: Hoarding Concerns and Response **Relevant City Department: City Life**

Question 1:

Having been living next to a hoarder for 10 yrs and on numerous attempts contacted council to rectify the problem where by I have been told there is nothing that they can do. I have tried other avenues be it Barwon health, police welfare checks, the CFA, Psychologists they all tell me it is a council issue. It is affecting everyone around him be it mentally physically and financially. So my question is simple. Enough is enough. As a rate payer I feel that you are letting me down, my neighbours and the hoarder in question. I have had to sell my house as I can't handle it any longer. Where by my agent says I have lost 70 thousand. What are you going to do about the hoarding and the tip I live next to.

Response:

Thank you for your question, Thomas,

Thank you for your patience and understanding regarding the situation with the property in question.

The City has actively engaged various internal departments, external agencies and local specialised support providers to address both the welfare of the property owner and the concerns regarding the state of the property over an extended period.

The City acknowledges the complexity of this issue, however there are limitations we face in terms of immediate action. Please rest assured that we are continuing to explore all available options to facilitate a resolution that benefits both the property owner and the surrounding community.

I understand you have been in regular contact with our Environmental Health Team. We value your input and encourage you to continue to reach out if you have any further information.

SUBMITTER 7. TEAGAN MITCHELL

Subject: Biyal-a Library/ Zebra crossings **Relevant City Department: City Life/ Placemaking**

Question 1:

The newly opened Biyal-a Armstrong Creek Library is finally open and being used by the public. My question regarding the library is the opening hours, what choices were made, and who by when determining these hours? What community engagement was done in determining the hours?

Question 2:

My Second question relates to the new primary school development in Charlemont. My question is, when will the suitable level school zebra crossings be built, and what parking solutions are going into the space that will accommodate for the growth of the area?

Response:

Thank you for your question,

Question 1,

The Geelong Regional Library Corporation (GRLC) determined the opening hours of the library, in consultation with the City of Greater Geelong.
The opening hours were developed by researching the local community profile, and the operational hours of the neighbouring activity centre. The 8pm closing time on Thursday for example is consistent with the hours of the activity centre, and when the overall site is most active. Being a new facility GRLC will continue to monitor the demands and feedback from patrons.
The Biyal-a Armstrong Creek Library has been designed to accommodate out of hours access to the library, and the GRLC will be commencing a trial of this over the coming quarter. This will enable inducted library members access to part of the library, unstaffed and outside of regular opening hours, further enhancing the accessibility of the space.

Question 2,

The Horseshoe Bend Primary School will be designed and delivered by the State Government and is anticipated to be open for Term 1, 2026. The City will plan and deliver school and zebra crossings to facilitate safe pedestrian access to the school. School and zebra crossings are usually installed once pedestrian demand/school enrolments can sustain the need for a resourced school crossing and are subject to future community engagement processes.

Development of future nearby facilities such as the retail centre (Precinct Drive) and the Community Hub (cnr Precinct Drive and Amber Avenue) will include appropriate car parking provision to support their users. On-street parking is available on Amber Avenue and Swanburra Drive to help cater for the needs of the primary school.

SUBMITTER 8. BARRY WHITE

Subject: Serendip Sanctuary/ You Yangs Masterplan **Relevant City Department: Placemaking**

Question 1:

My name is Barry White on behalf of the Lara Care Group and my question concerns developments at Serendip Sanctuary as part of the You Yangs Precinct Master Plan. This is the 6th occasion that I have requested support for a joint council and community meeting with the Minister for Environment and Tourism. This request is not about me. It is on behalf of the Lara community but with wider ramifications for our northern region and Geelong tourism more generally. I won't go over the reasons again why this is such an important matter. These were covered in previous presentations to Council. However, it is extremely disappointing that following the June 25 meeting I have not received one word on this matter and the meeting request. This is unacceptable. I note that the Minister was in Geelong recently to discuss dog parks – this was an opportunity to raise the matter. Even the Deputy Mayor's dog was given the privilege of an audience with him. My question: What is the status of my request and when is the requested meeting to take place?

Response:

Thank you for your question, Barry,

The City have regularly tried to arrange a meeting with the Minister to discuss Serendip Sanctuary. Our Government Relations and Advocacy Officer spoke with the Ministers Environment Advisor on 8 August when visiting Geelong for the dog park opening and continued to express our interest in meeting to discuss Serendip Sanctuary. The Minister has not yet agreed to meet on this matter.

Executive Director Placemaking and CEO of Tourism Greater Geelong and Bellarine attended the You Yangs Precinct Master Plan Stakeholder Reference Group on 19 August and continue to contribute through reference groups and workshops facilitated by Parks Victoria.

SUBMITTER 9. STEPHEN O'BRIEN

Subject: Drinking Water & Advisory Committees **Relevant City Department: Placemaking**

Question 1:

A U.S. government report concluded that fluoride in drinking water, at twice the recommended limit, is linked with lower IQ in children. The report, based on an analysis of previously published research, has determined "with moderate confidence" that there is a link between HIGHER LEVELS OF FLOURIDE EXPOSURE and LOWER IQ IN CHILDREN. This is a striking acknowledgment of a potential neurological risk from high levels of fluoride. A review of studies, conducted in Canada, China, India, Iran, Pakistan, and Mexico, concludes that drinking water containing more than 1.5 milligrams of fluoride per litre is consistently associated with lower IQs in Children. (Ref: US government report says fluoride at twice the recommended limit is linked to lower IQ in kids–Winnipeg Free Press) Also, according to a new pilot study from Tulane University School of Public Health, long term consumption of water with fluoride levels far above established drinking water standards may be linked to cognitive impairments in children. Is the GEELONG CITY COUNCIL CORPERATION willing to investigate the health risks of fluoride and is the CEO and the council employees prepared to be held personally accountable and liable for any harm done to the men, women or children of our Geelong community in the case of fluoride in our city's water supply.

Question 2:

Although local councils are "Government Entities" (NOT Local Government and NOT Lawful), they were supposedly established to allow people within the community to become representatives for their community to express and the needs, interests or concerns on behalf of the people in their particular section of the community they are representing. If this is NOT the case, do you understand and can you explain the reasons why there is not a more-wide spread, broader and more balanced cross section of our community, included, selected or encouraged to establish advisory committees to Geelong local council and if these advisory committees, that represent the community, are, for some reason necessary, needed or required, why were these Government Entities (local councils) established in the first place? I must also draw your attention to the U.S. "Racketeer Influenced Corrupt Organisations Act" (1970).

Response:

Thank you for your questions, Stephen,

Question 1:

The Health (Fluoridation) Act 1973 regulates the safe and effective addition of fluoride into drinking water supplies in Victoria. The Health (Fluoridation) Act requires Barwon Water to include the Code of Practice for the Fluoridation of Water Supplies in their quality management system.

Question 2:

Council Officers will be completing a full review of all advisory committees during caretaker period. Council works to ensure all members of the Community are supported and represented.

SUBMITTER 10. ANGELA CARR

Subject: Stormwater Infrastructure **Relevant City Department: City Infrastructure**

Question 1:
Recently, I have been out in the community speaking with locals in the Hamlyn Heights electorate. I was disturbed to hear about a serious issue highlighted by Hamlyn Heights resident Bill, with regard to the recent building developments in the area. Bill told me that when there is heavy rain, existing properties flood and water spouts up out of a pipe in his backyard like a fountain. I've been advised that the council has been made aware of this issue, but contractors have advised residents that nothing can be done to remedy the issue. This has led me to question the planning processes currently in place, as it seems the existing stormwater infrastructure in Hamlyn Heights is unable to withstand the current building of new developments. Can you please outline the process between council planning and Barwon Water to determine the required pipe size for stormwater and sewerage, specifically, around determining if the current infrastructure meets the capacity required to service the area when building new developments and not cause issues such as flooding existing homes?

Question 2:
Do city planning officers liaise with Barwon Water regarding new building developments and if so, does Barwon Water provide planning recommendations or approval of new developments, or does this decision-making lie with council alone?

Response:

Thank you for your question, Angela,

Question 1,

The City is responsible for stormwater management whilst Barwon Water manage reticulated sewerage and potable water assets.

The City are aware that some underground drainage systems may reach capacity during intense rain events, which will result in overland stormwater flows as described. This situation is more prevalent in older areas across Greater Geelong where the drainage needs in the past differed from the standards required today.

The City's Civil Infrastructure unit are undertaking stormwater assessments across Greater Geelong's 25 catchment areas. Hamlyn Heights forms part of the Rippleside Catchment. The assessment of this catchment is well underway and will inform the long-term needs of the community.

Where new development occurs within the catchment, our requirement, as the owner of the stormwater network, is for the developer to restrict storm water flows from their site to pre-development levels. This is normally achieved through onsite detention (often achieved through rainwater tanks and/or rain gardens).

Barwon Water provide conditions for planning permits related to the supply of water and management of sewerage for any subdivision.

Question 2,

The City liaises with Barwon Water for subdivisions in relation to the provision of sewer and potable water, as required by the planning scheme and the Subdivision Act. Barwon Water inform the City of their requirements which become requirements of planning permits. Developers are then required to meet Barwon Water's requirements as part of the subdivision process.

As detailed above, City Engineers determine requirements for drainage associated with new developments.

SUBMITTER 11. CHARLES STREET

Subject: Waste Management **Relevant City Department: City Infrastructure**

Question 1:

We in Lara note with great concern the announcement in the Press that a consortium of nine councils to the east of Melbourne have banded together to enter a Waste Supply Agreement to burn rubbish at the forthcoming Maryvale Waste to Energy facility. See https://www.frankston.vic.gov.au/Council/News-and-media/Latest-News/Media-Releases-2024/South-East-Metropolitan-Advanced-Waste-Processing-SEMAWP We have not seen an independent Environmental Effects Statement, nor a Business Case for this project. The relevant Council meetings were reportedly closed. Why? It is clear to us that these Councils have no idea of the environmental and public health risks involved. Is the City of Greater Geelong also coming under commercial, administrative or political pressure to follow suit and burn the City's rubbish?

Response:

Thank you for your question. The City has not been approached to be part of a Waste Supply Agreement for any Waste to Energy facility.

Cr Aitken provided further points of clarification.

Cr Hathway provided further points of clarification.

SUBMITTER 12. CHRISSY FREESTONE

Subject: Cycling and Rail Infrastructure Strategy **Relevant City Department: Placemaking**

Question 1,
In 2020, the council released a cycling and rail infrastructure strategy declaring a 'Clever and Creative vision' targeting half of all journeys to work being made by public transport, walking or cycling. Census data reveals a declining trend in cycling to work in the city. Cyclist hospitalizations in the Greater Geelong area have increased according to TAC road trauma data. Establishing safe bike lanes is crucial for encouraging more people to use bicycles as a viable mode of active transportation. It promotes a safe, sustainable, and healthy way to travel in the future. As a regular commuter cyclist, I have found the streets around Geelong increasingly unsafe to ride along due to the ever-growing population and resulting increase in car traffic in recent years. I was therefore extremely unimpressed when earlier this month the ABC ran a news report that the Geelong Southern Link bike lane project had been shelved halfway through construction, with $3m in state government funding lost. Also mentioned was and I quote: The state government froze infrastructure funding to the city in early 2020, following a council decision to spend $2 million demolishing separated bike lanes from its recently completed $8 million CBD Green Spine project." With funding provided by the State Government specifically earmarked for the second stage of the cycling link project withdrawn, I would like to know why the Council did not go ahead with this important and much needed second stage?

Question 2,
What plans does it now have to honour its commitment to providing safe cycling infrastructure in Geelong, encouraging more cyclists to safely engage in this important form of active transport?

Response:

Thank you for your question, Chrissy,

Council decided not to award the construction tender for the Building Better Bike Connections (BBBC) Southern Link – Stage Two project due to Councillor safety concerns over the design.
We are developing an Integrated Transport Strategy (ITS) which investigates broader strategies around a holistic pedestrian, bicycle, public transport and driving network.
While we can no longer use the TAC funding that was specific to constructing this BBBC link, the insights, plans and community feedback about a bike link down High Street, Belmont will help to inform the Integrated Transport Strategy. The community may desire a similar bicycle link in the area, which would see us use these plans and learnings from the project to support this outcome and advocate for external funding.

Cr Wilkinson provided further points of clarification.

SUBMITTER 13. IRITH WILLIAMS

Subject: Concession Membership **Relevant City Department: City Life**

Question 1,

Given the Council's commitment to social equity, and disabled people's priority within the Council's social equity framework, will the council act to remove the discrimination against disabled people from the Norlane ARC pilot concession membership pricing? The 'pilot concession' pricing segregates disabled concession members from the times of day that are most convenient to them. Anecdotally, concession members are also physically segregated from accessing some areas of the facilities. Why are Norlane ARC concession members treated like second class citizens?

Response:

Thank you for your question, Irith,

And thank you for bringing this issue to our attention. We appreciate your concerns regarding the Norlane ARC Pilot Off Peak Concession membership.

The pilot concession pricing was created as an additional off-peak concession membership option to provide affordable access to those who may otherwise not be able to afford it in the local area. The City also continues to offer a standard concession membership that allows full access with no restrictions. The City is committed to promoting social equity and ensuring that all members of our community feel valued and included.

We have listened to feedback since opening and officers are exploring options to continually improve access across the facility. Officers from the City are happy to meet on site and discuss your specific access needs and talk through any other feedback.

Cr Aitken provided further points of clarification in relation to the question and the response.

SUBMITTER 14. CATRIONA ROWNTREE

Subject: Lithium Battery Farms **Relevant City Department: Placemaking**

Question 1,

Will council take action against the Draft submission C466 to create one of Victoria's biggest lithium battery farms, at the base of the You Yangs Regional Park, in an historically fire prone area. The exact site of the notorious 1969 fires which started on this farm. Are you aware of the 'up to 80 decibels' of noise each storage container produces? There will be approximately 360 containers, just ring up against our home. How are you protecting both the neighbour and wildlife?

Response:

Thank you for your question, Catriona,

The Minister for Planning is considering whether to prepare, adopt and approve Draft Greater Geelong Planning Scheme Amendment at 405-455 Sandy Creek Road, Little River. The Minister's department (Department of Transport and Planning) has accepted an application from Spiire Australia on behalf of ACEnergy Pty Ltd. The application proposes to use and develop the land for utility installation (battery), subdivision and native vegetation removal.

The Department of Transport and Planning is currently undertaking public consultation and inviting submissions. The Consultation closes on the 7th of September.

The front 100 metre setback of the property is applied with a Bushfire Management Overlay, so bushfire hazard, together with noise emissions, will be important considerations in the Minister's assessment and decisions.

Council is not responsible for accepting, processing or deciding on the proposed Amendment. Council officers will review the proposal, including supporting documents, and lodge a written submission.

Cr Aitken provided further points of clarification in relation to the question and the response.

Cr Aitken asked a supplementary question to be taken on notice.

The CEO provided a preliminary response to Cr Aitken's question.

SUBMITTER 15. JENNIFER BANTOW OAM

Subject: Agenda Items 2.5 and 2.9 **Relevant City Department: Placemaking**

Question 1,

Re ITEM 2.5. Planning Scheme Amendment to Introduce Additional Properties in the Heritage Overlay Purpose 1. To adopt the Charlemont, Marshall and Waurn Ponds Heritage Study, 2024 (Attachment 1) QUESTION: The process to protect these properties at risk began several years ago. Some details of the citations are now incorrect. As I made several submissions during the process could I please be contacted to correct these details before the Amendment goes to the Minister?

Question 2,
Re ITEM 2.9 Amendment C432ggee South Geelong Urban Design Framework. As a resident and property owner in South Geelong, I have a great interest in this ITEM. South Geelong has an important story of early history and contains many highly significant heritage places. I've been involved in, and made submissions to this Amendment process since 2022, with correspondence with Officers. After considerable private voluntary research, which I thoroughly enjoyed and was pleased to share, I submitted comprehensive historical evidence about several properties. This information was submitted to the City's Project Manager, South Geelong Interim Final Urban Design Framework, in a 26-page submission on 10th April 2022. These details have been included in the descriptions of the heritage overlays now part of this proposed Framework but the source has not been acknowledged. Also one property I suggested has not been included under the Heritage Overlay. QUESTION: Could the historical evidence I provided please be acknowledged as the source of the Statements of Significance for three properties now proposed to be included as individual entries under the Heritage Overlay in Moorabool Street between Kilgour Street and the Rail overpass, being Kelvedon 332 Moorabool Street, Kardinia Villa 344 Moorabool Street, Penlea 343 Moorabool Street, and with the evidence provided in the 10th April 2022 submission, could the important property in Swanston Street, the Victorian Railways Residence 162 Swanston Street, at the railway crossing, south of the track on the west side, being the only original rail gate attendant's home surviving in original form, please be placed under the Heritage Overlay.

Response:

Thank you for your question, Jennifer,

Question1,
The City would like to thank you for your input into the Charlemont, Waurn Ponds and Marshall heritage assessments. The City is happy to consider your views regarding any errors in the text of the Planning Scheme Amendment and Statements of Significance for the places proposed for new heritage overlays. (Officers to reach out to arrange a meeting?)

The City acknowledges that several additional properties suggested within the original Outer Areas Heritage Study be considered for heritage overlays and were supported by yourself for inclusion. After further research and by the City, these properties were not considered to meet present-day thresholds for inclusion on a heritage overlay. Inclusion of these places will not be reconsidered at this time. Should substantial evidence of heritage values not previously considered arise in future then those properties may be reassessed for a heritage overlay at that time.

Question 2,
The submissions in which you contributed to these assessments are referenced in the background reports and not in the abbreviated Statements of Significance. Each report has a considerable number of references and only the 2-4 considered most critical are included in the Statements of Significance.

As you mentioned, you requested the Railway Gatekeepers Cottage at 162 Swanston be considered for an individual heritage overlay. This property is already included in the proposed addition to the South City Heritage Precinct HO1641,

with specific reference to its historical importance as the residence of the railway crossing gatekeeper. At the time of your request, you were informed that as 162 Swanston, unlike the other three places, is already proposed to be protected on Heritage Overlay 1641 it will not be considered for a separate new heritage overlay.

SUBMITTER 16. CHRISTOPHER BATES

Subject: Community Health Promotion **Relevant City Department: City Life**

Question 1,

Thankyou for your previous affirmation of my hope to see as many people as possible live long, happy & healthy. I like being someone of healthy thinking, feeling, speaking & doing. I identify as a person of healthy thoughts, emotions, words & actions. With so many identities on offer, & considering Council's role in promoting a healthy society, what opportunities might you see for City messages to encourage more people to hold these qualities (healthy thinking etc) as part of their own identity?

Response:
Thank you for your question, Christopher,

'Improving mental health and wellbeing' is one of the five key health and wellbeing priorities outlined in our current Community Plan 2021-25. We are currently in consultation with the community about the development of our next Municipal Public Health and Wellbeing Plan (to be incorporated into the next Council Plan).

The City advocates for the promotion of mental wellbeing. We aim to adopt strengths-based language and approaches to health promotion by building on community strengths partnerships and assets rather than focusing on deficits or challenges.

Opportunities for health promoting messaging can be through publications such as City News and our community newsletter, platforms such as our website and social media, as well as our interactions with the community and our partners through service and program delivery.

Cr Hathway provided points of recognition.

1.7. Petitions

Cr Kontelj presented a petition to Council, on behalf of the signing community members of Thompson Road, Bell Park and North Geelong, requesting that Council:

1. Object to the removal of any 'on street parking' on Thompsons Rd between Victoria St and Separation St; and
2. Request the Department of Transport and Planning to immediately put a stop to the Thompson Rd work program; and
3. Request the Department of Transport and Planning to immediately commence a thorough engagement and consultation program regarding the proposed program, with the residents of Thompson Rd, and the adjoining street between Victoria St and Separation St.

The Petition included approximately 47 signatures.

2. REPORTS

2.1. Adoption of the Disability Access and Inclusion Plan 2024-28

Source: **City Life**
Executive Director: **Anthony Basford**

Purpose

1. To adopt the Disability Access and Inclusion Plan 2024-28 **(Attachment 1)** and note the Stage 2 Community Engagement Summary Report **(Attachment 2)**.

Background

2. The City is committed to improving access and inclusion for people with disability and supporting the full participation of all members of our community.

3. The City's previous Access and Inclusion Action Plan 2018-23 has now concluded and the final report is on the Geelong Australia website.

4. A disability action plan is a requirement of the *Federal Disability Discrimination Act 1992* and the *Victorian Disability Act 2006*. Disability action plans are intended to address barriers for people with disability, as community members, service users and employees. Councils must outline how they intend to reduce barriers to people with a disability accessing goods, services, facilities and employment. Councils must also show how they promote inclusion and participation in the community and achieve tangible changes in attitudes and practices that discriminate against people with a disability.

Key Matters

5. The Disability Access and Inclusion Plan 2024-28 was developed between June 2023 and June 2024. The plan outlines our actions to create a city that is more accessible, inclusive and welcoming and supports the full participation of people with disability **(Attachment 1)**.

6. Two stages of community engagement occurred. Stage One was conducted over eight weeks in 2023 with a total of 226 responses received. Stage Two was the public exhibition of the Plan **(Attachment 2)**, which occurred over five weeks in June-July 2024 with a total of 20 responses received and strong support for the plan.

7. Extensive staff engagement also occurred with more than 70 staff from 25 City departments involved in developing the plan.

8. One action was added and two removed from the Disability Access and Inclusion Plan 2024-28. The added action was the completion of Rippleside Inclusive Playspace, as a feature project for the City. Two actions about inclusive events were combined into one action to minimise duplication. One action about conducting audits of non-building assets was removed as it was determined the focus should be on auditing buildings as the priority, with non-building assets considered in future years.

9. The City's Council Plan 2025-28 is expected to be finalised in the second half of 2025. The Plan, along with all of the City's strategies and plans, may be subject to an update following a review process to align with the strategic direction of Council.

RESOLUTION - Item 2.1

Cr Aitken moved, Cr Hathway seconded -

That Council:

1. **Adopts the Disability Access and Inclusion Plan 2024-28 (Attachment 1), and;**

2. **Notes the Stage 2 Community Engagement Summary Report (Attachment 2).**

Carried

Financial Sustainability

10. The actions in the Plan can be incorporated into current operational budgets. Capital expenditure on new major projects will continue to include accessible design.

11. It is important to note that there will be future capital expenditure required to retrofit existing facilities and that the costs of this will not be known until the audits of the City's major existing buildings are completed (action within the plan).

Community Engagement

12. The stage two community engagement involved the public exhibition of the Plan. This occurred over five weeks from 29 May to 2 July 2024.

13. A total of 20 responses were received, including 17 survey responses and three emails. Of the survey respondents, 41per cent had a disability and 29 per cent were carers or family members of a person with a disability. Overall, the feedback was positive on the Plan, with 88 per cent stating they were happy with the plan, 12 per cent felt neutral, and no respondents were unhappy with it.

14. The Access and Inclusion Advisory Committee provided advice and are supportive of the Plan. A detailed report on the feedback received and subsequent changes made to the plan can be found in **Attachment 2**.

Social Equity and Sustainability

15. The Plan directly addresses social equity and sustainability in line with the City's Social Equity Framework. The framework identifies people with disability as a priority population and outlines the City's commitment to supporting every member of the community to participate fully, be included and have the opportunity to live a healthy and fulfilling life.

Relevant Law/Policy/Legal Implications

16. A disability action plan is a requirement of the *Federal Disability Discrimination Act 1992* and the *Victorian Disability Act 2006*. The plan must be registered with the Australian Human Rights Commission.

Alignment to Community Plan and Vision

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

18. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
An inclusive, diverse, healthy and socially connected community.

Conflict of Interest

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

Risk Assessment

20. The significant financial implications of improving disability access across building assets is a potential risk. This will be mitigated by the upcoming assessment of existing assets to ensure works can be scheduled over the long term in a financially responsible manner.

Environmental Sustainability

21. The Plan contributes to sustainability by promoting a long term, fit-for-purpose approach be applied in asset planning to ensure facilities and public space meets community need into the future.

Attachments

1. Attachment 1 - FINAL Disability Access and Inclusion Plan 2024-28 [**2.1.1** - 26 pages]
2. Attachment 2 - Stage 2 Engagement Report - Disability Access & Inclusion Plan 2024-28 [**2.1.2** - 7 pages]

THE CITY OF
GREATER GEELONG

DISABILITY ACCESS & INCLUSION PLAN 2024-28

A MORE ACCESSIBLE AND INCLUSIVE COMMUNITY FOR EVERYONE

August 2024

CITY OF GREATER GEELONG

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

.

Message from the Mayor

The Greater Geelong community's 30-year vision includes the aspiration to create an inclusive, diverse, healthy, and socially connected community.

This is a strong validation of Council's commitment to working towards creating a community that is fully accessible and inclusive for people with disabilities.

More than 20 per cent of people in the Geelong region live with a disability, and this plan outlines the steps we will take to reduce and remove the barriers that are experienced.

The *Disability Access and Inclusion Plan 2024-28* is our sixth disability action plan, the first of which was launched in 2002.

Since then, we have made significant progress in creating more inclusive services and improving the accessibility of buildings, footpaths and parking.

However, there is always more to do, and this plan will keep that momentum going and drive forward change.

We are proud to report the Geelong region has the second highest number of Changing Places (adult change facilities) in Australia, only slightly behind Melbourne.

We have also worked hard to bring the voices of people with lived experience to the forefront. Our Access and Inclusion Advisory Committee is a strong and vocal group that provides invaluable advice on many projects and strategies.

Our consultation processes for projects across the board include accessible participation methods to ensure everyone can have a say.

Additionally, we continue with annual awareness-raising campaigns such as the Geelong Awards for People with Disability to help build more inclusive community attitudes.

The City of Greater Geelong is committed to creating a city that is equitable, inclusive and accessible to all and we will continue our important partnerships with organisations across the region.

CR TRENT SULLIVAN
Mayor,
City of Greater Geelong

Message from the Access and Inclusion Advisory Committee

The committee is proud to have played an important role in the development of this plan. We are hopeful and excited for a more accessible and inclusive future for Geelong.

The Access and Inclusion Advisory Committee was established as an advisory committee to Council in 2018. It includes community representatives living with disability and/or with expertise in disability access and inclusion.

Our role in the development of this plan included advising on the community engagement, promoting the engagement opportunities to the community, advising on the content of the plan and advocating for a strong and sustainable commitment to access and inclusion.

We see this plan as a positive demonstration of collaboration with the community and local businesses. This will be an essential part of the plan moving forward.

The City of Greater Geelong has shown leadership on a number of accessibility projects on which the Committee has been able to advise.

These include community art and education projects like the *Two of Us* and *My Story*, the Geelong Awards for People with Disability, gaining commitment to the Rippleside Inclusive Playspace, and numerous new facilities and building upgrades.

We look forward to seeing the advances that the City of Greater Geelong can make over the next four years so that all people with disability feel welcome and able to participate in community life.

Access and Inclusion Advisory Committee Members:

Cr Anthony Aitken (Chair)
Raegan Cavagnino
Pearse Fay
Alex Holland
Rob Kuebler
Oliver Lynch
Elica Petroska
Rebecca Price
Aleta Moriarty
Simon Morris

Introduction

The City of Greater Geelong is committed to the fair participation and inclusion of all. We recognise and support the diversity of our communities and the rich contributions this diversity provides our region. People with disability are an integral part of this diversity, contributing as they live, work and participate in family and community life.

The *Disability Access and Inclusion Plan 2024-28* sets out the steps we will take to reduce and remove barriers experienced by people with a disability.

Contribution from our community has been critical to the development of this plan, with more than 200 community members providing input. This input has formed the basis of the outlined actions.

Over the next four years, we will continue to engage with community as the plan is delivered. Our Access and Inclusion Advisory Committee will also provide us with advice and accountability throughout the lifespan of the plan. A measurement framework will accompany the plan to track progress and measure the impacts of the actions.

Delivering on our Disability Access and Inclusion Plan contributes to the delivery of the community vision detailed in *Greater Geelong: A Clever and Creative Future* and our combined council plan and municipal public health and wellbeing plan, *Our Community Plan 2021-25*.

Disability access and inclusion is critical to creating a safe, fair and inclusive workforce for employees with disability and carers of people with disability. This action plan aligns to our organisational *Inclusion and Diversity Roadmap*, our guide for creating an inclusive workplace for our employees.

Achievements will be joint, as we work with the whole community; residents, businesses, community organisations and employees. The achievements we make together will improve physical accessibility, foster genuine inclusion and support meaningful participation for people with disability.

THANK YOU

The City of Greater Geelong acknowledges the significant effort and enthusiasm of people with disability, parents, guardians and carers who contributed to the development of this Action Plan. We appreciate the ideas and practical solutions that members of the Greater Geelong community contributed.

We appreciate the support of our Access and Inclusion Advisory Committee who helped shape the community engagement for this plan and encouraged participation of others within their networks.

What do we mean by disability?

DEFINING DISABILITY

There are many definitions of disability used in Australia. The Disability Discrimination Act 1992 defines disability in terms of loss of body or cognitive or mental functions.

The Victorian Government's 'Disability Inclusion Bill Exposure Draft' proposes a model for promoting and advancing disability inclusion, and outlines the following definition:

> ***Disability*** *means any impairment (including a physical, mental, intellectual, cognitive, learning, communication or sensory impairment) or functional limitation (whether or not the impairment or limitation is permanent, temporary, episodic in nature or evident) that, in interaction with a barrier, hinders a person's full and equal participation in society.*[1]

The City of Greater Geelong adopts this definition which provides for both a person's impairment and societal barriers.

SOCIAL MODEL OF DISABILITY

The City of Greater Geelong embraces the Social Model of Disability**.** This model recognises that 'disability' is the result of the interaction between people living with impairments and an environment filled with physical, attitudinal, communication and social barriers. It is these barriers that prevent the equal participation of people with disability and therefore it is our environment that needs to change.

LANGUAGE

People with disability have different views and preferences for the way they describe themselves. Some people prefer to use 'person-first' language, for example 'I'm a person with disability'. Others prefer to use 'disability-first' language, for example 'I'm a disabled person' or 'I'm autistic'.

The City of Greater Geelong respects the different ways people with disability choose to describe themselves and others with disability. We have chosen to use person-first language in this plan, in line with the 'People with Disability Australia Language Guide' and the 'Australian Government Style Manual'.

ACCESS AND INCLUSION

When something is accessible, everyone can use it.

For example, footpaths, car parks, buildings, sporting grounds, websites and services.

When something is inclusive, everyone can take part.

For example, all people are welcomed and supported to participate and be involved.

What guides us

RECOGNISING THE RIGHTS OF PEOPLE WITH DISABILITY

The City recognises and embraces the rights of people with disability to experience, benefit and enjoy all aspects of society. These rights lie at the heart of this plan.

International, Commonwealth and Victorian laws set out the expectations of societies to uphold rights to equality, autonomy, dignity and full and meaningful participation for people with disability.

All levels of government in Australia continue to work to support the needs and improve the lives of people with disability (Figure 1). We work to the Commonwealth's *Disability Discrimination Act 1992* and the *Victorian Disability Act 2006*. Our work is strongly aligned to Australia's *Disability Strategy 2021-2031* and *Inclusive Victoria State Disability Plan 2022-2026.*

The *Disability Discrimination Act 1992* requires that public entities develop a disability action plan and register it with the Australian Human Rights Commission.

Under the *Victorian Disability Act 2006,* a disability action plan should outline how we will:

- reduce barriers to people with a disability accessing goods, services and facilities;
- reduce barriers to people with a disability obtaining and maintaining employment;
- promote inclusion and participation in the community of people with a disability; and
- achieve tangible changes in attitudes and practices which discriminate against people with a disability.

OUR COMMUNITY PLAN

The City of Greater Geelong's *Our Community Plan 2021-25* identified four strategic directions to move towards the community's 30-year vision. The Disability Access and Inclusion Plan sits under Strategic Direction 1: 'Healthy, caring and inclusive community', and also contributes to Strategic Direction 4: 'High performing Council and organisation'. The plan is underpinned by the principle of sustainability, planning for the best outcomes for people, the environment and economy, now and in the future.

Following elections in November 2024, the new Council will develop *Our Community Plan 2025-2029* (the Council Plan) which will include updated strategic direction/s. This will be informed by a community deliberative engagement process.

In line with good practice and the City's standard governance approach, all strategies and plans are reviewed within the 12 months of the adoption of a new Council Plan to ensure alignment to the new strategic direction/s of Council. Therefore, the Disability Access and Inclusion Plan may be subject to updating following this review process. As part of this review, the City's new *Organisation Strategy 2024-29* will also be considered.



Figure 1. Legislative and policy environment for disability access and inclusion in Australia

ACCESSIBLE AND INCLUSIVE GEELONG FEASIBILITY STUDY

Deakin University's study, published in 2019, provided valuable insights for the development of this plan.[2] All five principles were incorporated in the plan design and implementation, for example, co-design methods, embedding universal design across actions, improvements to the built environment, attitudinal change, and adopting inclusion as a core principle. Aspects of the six priority recommendations were included where possible within the scope of local government and available resourcing.

SOCIAL EQUITY FRAMEWORK

The City of Greater Geelong's *Social Equity Framework 2022-25* underpins our work with a commitment to putting equity at the centre of everything we do. It identifies the way the City will consider its many diverse communities and their unique needs to support participation, inclusion and equal opportunity.

We recognise that individuals and groups can be impacted by multiple forms of discrimination and disadvantage, and that an 'intersectional' approach is needed to identify and address this.

The Social Equity Framework identifies 10 priority populations, of which one is people with disability.

INCLUSION AND DIVERSITY ROADMAP

The City of Greater Geelong's *Inclusion and Diversity Roadmap* is our internal framework demonstrating our journey to creating a safe and inclusive workplace. We are committed to creating an inclusive organisation that supports and encourages our employees to do their best work, have equal opportunities and a safe work environment.

The Inclusion and Diversity Roadmap demonstrates our journey to inclusion through our horizon approach, building the foundations of inclusion and diversity over subsequent years. Ultimately, we are working towards Horizon 3: *Adaptive inclusion for our future. Our inclusive ways of working and diverse perspectives and embedded within our organisation.*

INTERSECTIONAL APPROACH

People with disability come from diverse backgrounds and identities, including diversity of age, culture, gender, sexuality, socio-economic status and geographic location.

There is also great diversity in the experience of disability, from mobility restrictions to sensory disabilities.

While the primary focus of the Disability Access and Inclusion Plan is to address disability discrimination, we recognise that other types of inequality intersect with disability discrimination, compounding the barriers or discrimination experienced by people.

For example, while around 12% of the Australian population aged under 65 have a disability, this rate is 35% for First Nations people under 65.[3] First Nations people with disability are more likely than other people with disability to participate in community and cultural life, however they experience acute inequalities across all other socio-economic outcomes.[4]

The Disability Access and Inclusion Plan presents many opportunities to apply an intersectional approach by addressing multiple forms of discrimination. It aims to improve public space, services and community attitudes in ways that will benefit many people across the community.

GENDER IMPACT ASSESSMENT

A gender impact assessment was conducted to inform the development of this plan. While the community engagement data did not show any meaningful differences in priorities for people of different genders, the plan development considered gendered issues, including:

- People with disability experience considerably higher rates of violence than people without disability. Rates of violence are particularly high for women with psychological or intellectual disability, First Nations women with disability, young women with disability.[3]
- Men with disability are more likely to be in paid employment than women with disability.[5]
- Women make up a higher proportion of people providing unpaid assistance to people with disability, long term health condition or due to old age.[6]
- The negative impact of gender stereotypes is exacerbated when combined with disability stereotypes.
- The Australian Bureau of Statistics 2014 General Social Survey indicates that 30 per cent of people aged 18 and over who identify as gay, lesbian, bisexual or other sexual identity had disability, higher than the general population.[3]

We will continue to consider how the plan may impact people of different genders and look for opportunities to improve gender equality throughout the plan's lifespan.

Highlights of the previous plan

The City committed to 34 goals in the *Access and Inclusion Action Plan 2018-23*. Significant progress was made against all goals, with 44 of the 50 'measures of success' achieved.

The Final Report can be found on the Geelong Australia website.

ACCESS

Highlights:

- Inclusive features in facility design:
  - Wurrki Nyal Civic Precinct
  - Northern Aquatic and Community Hub
  - Northern Bellarine Aquatic Centre
- New Social Infrastructure Plan and Policy
- Central Geelong Accessibility Improvement Project
- Rippleside Inclusive Playspace commitment & planning
- 5 new Changing Places facilities
- Destination Accessible Roadmap
- Pay by Phone Parking App
- Marveloo and Mobi Chair activation

EMPLOYMENT

Highlights:

- Accessible tourism project employed 70 people with disability in local tourism industry
- Rollout of e-learning to all staff
- New Inclusion and Diversity Roadmap
- New Access and Inclusion Employee Network

INCLUSION

Highlights:

- Access and Inclusion Advisory Committee
- Accessible communication improvements
- Reasonable adjustment guidelines for community engagement activities
- Events Planning Guide – inclusive events
- Sport4All Program
- New Social Equity Framework, includes people with disability as priority population

INCLUSIVE ATTITUDES

Highlights:

- International Day of People with Disability events
- Geelong Awards for People with Disability
- Through My Eyes art exhibition
- MY STORY project
- The Two of Us photography exhibition
- STREETFACE marketing campaign
- The "I AM" sculpture

Our community

Profile of disability and carers in the Greater Geelong community.

POPULATION

- 54,985 people with disability in Greater Geelong or 22.1% of our population.
- Disability prevalence is similar for women (22.2%) and men (22%).
- The number of people with disability increases with age. 54.5% of people aged 65+ have a disability.

EMPLOYMENT

- Almost 3 in 4 people with disability do not work (73.9%).
- For those who work, 13.1% work part time and 10.9% work full time, far lower than for people without disability.

DAY TO DAY LIVING

- 17,726 people reported needing help in their day-to-day lives due to disability.
- More than 1 in 4 people with disability had difficulty with access to buildings and facilities.

CARERS

- 30,115 people (aged 15+) are providing unpaid care to people with disability, long term illness or aged care.
- 61.5% of carers are female. Almost half (49.6%) of all carers also have a disability.

OUR ORGANISATION

- In a 2024 employee survey, 78 employees identified as living with disability (4.7% of survey respondents) and 38 (2.3%) said 'prefer not to say'.[8]

All community statistics relate to the Greater Geelong community, sourced from the Survey of Disability, Ageing and Carers 2018 [5], except for the carers statistics which are sourced from the Census 2021 [7].

What we heard

ENGAGING WITH THE GREATER GEELONG COMMUNITY

An extensive consultation process was undertaken to identify the issues faced by people with disability in Greater Geelong. Our Access and Inclusion Advisory Committee was an important stakeholder in developing, promoting and participating in the consultation process.

Access and Inclusion Advisory Committee

This Committee was established in 2016 and comprises 10 community members with lived experience of disability.

The committee's role is to provide Council with advice on how disability access and inclusion can be improved.

Our Access and Inclusion Advisory Committee will also provide us with support and advice throughout the lifespan of the plan.

WHAT WE ASKED

We asked questions about current accessibility and the current state compared to five years ago.

We asked about the most important things we can do to make Greater Geelong more accessible and inclusive.

We asked how we can:

- increase the accessibility of our services and facilities,
- increase employment opportunities for people with disability,
- increase people with disability's participation in community life,
- support people with disability to be treated fairly and equally.

WHO RESPONDED

226 responses received:
128 completed the **Have Your Say Survey**
72 people engaged in **Hosted Conversations**
20 people attended **Community Workshops**
6 service/advocacy providers were **interviewed**

Have Your Say Survey Respondents

- **128** responses
- **48%** of respondents had a disability
- **39%** of respondents were carers or family members of people with a disability
- **13%** of respondents had a disability and were also a carer or family member of a person with a disability
- **25%** worked in the disability sector
- **70%** were women, **22**% men and **3**% non-binary
- **3%** were Aboriginal or Torres Strait Islander
- **13%** were from the LGBTQIA+ community (of those, 53% had a disability)
- **5%** were migrants
- **9%** were employees of City of Greater Geelong

FINDINGS

There were mixed feelings about the progress the City of Greater Geelong has made in improving accessibility, with 36% of respondents feeling Greater Geelong was more accessible than 5 years ago and 38% feeling it was less accessible. Greater Geelong scored an average of 2.7 out of 5 for accessibility.

The physical environment, facilities, and ability to travel throughout Greater Geelong were raised repeatedly. These factors were considered essential to people with disability being able to work, attend events, be independent and generally participate in society. With regard to physical access, people wanted:

- More accessible public places and spaces.
- Greater provision of well maintained, accessible public toilets and changing rooms (including for adults).
- More disability parking (increased number of parking bays and increased length of stay).
- Improved accessible public transport (more accessible buses, improved routes and increased frequency).
- Physical access for the whole experience or journey (e.g., a beach may provide access to the sand, but not access to the water).

SIX COMMUNITY PRIORITIES

The community consultation highlighted barriers faced by people with disability, these can be grouped under six main themes.

Physical Access

Continue work to remove physical barriers and consider the different types of disability to improve accessibility of buildings, public spaces, facilities, and signage in both the city and outer areas of Greater Geelong.

'Ensure buildings are thoroughly audited, not just entrance accessibility.'

Inclusion and Participation

Improve participation by people with disability in the City's events, activities, sport, services and employment by improving physical access and creating environments where they feel welcomed, supported and that they belong.

'Treat people with disability as part of society and not a subset of society.'

Employment

The City to become a leader in employing people with disability in the region. Then advocate to, and educate local businesses, by promoting the strengths of people with disability as employees. Provide support to people with disability to find and do their job.

'Employment is the strongest action any community can take to create real and lasting change for people with disability.'

Lived Experience Engagement (*'Nothing about us without us')*

People with a diverse range of disabilities should be engaged in the planning and design of infrastructure, facilities, services, and programs to ensure they are functional, appropriate and avoid segregation from the broader community.

'When planning or building for accessibility, ask us if it will be functional.'

Communication

Establish accessible* communication between the City and people with disability for information about services and timely notification of activities or events (including how they are accessible). Establish a central point of contact to report accessibility issues.

**Easy English, Easy Read, Auslan, live and closed captioning, braille, audio description*

'There needs to be a list of local businesses that support equity and diversity within their companies.'

Respect and Understanding

Educate the broader community to accept diversity, understand and recognise different types of disability. Grow community understanding of how they can support people with disability to participate in the community. Promote the rights of people with disability and their contribution as valued members of the community through their stories and achievements.

'The Hidden Disabilities Sunflower has been awesome in helping my family and others I know with disabilities'

COMMUNITY ASPIRATIONS FOR 2028

People held a vision for Greater Geelong as a place where people with disability feel:

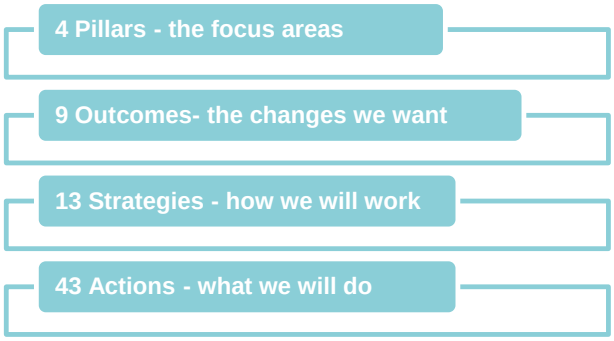
- *welcomed,*
- *a genuine sense of belonging, and*
- *safe to enjoy the wide range of experiences offered because they were accessible and inclusive.*

Action Plan 2024-28

The development of this plan was overseen by a Cross Departmental Working Group. More than 70 employees representing 25 different departments at the City of Greater Geelong participated in workshops and individual consultations to develop actions, based on the findings from the community engagement.

STRUCTURE OF THE ACTION PLAN

To create an enabling environment in Greater Geelong for people with disability, the six community priorities are addressed in the following action plan under four pillars. Each pillar has associated outcomes, strategies and actions.



COMMUNITY AND WORKFORCE OUTCOMES

Disability action plans are intended to address access and inclusion barriers for people with disability, as community members, service users and employees.

As such, this plan includes actions to improve access and inclusion for both our community members and our employees. Through the plan, actions that focus on workforce outcomes are noted with the # symbol.

ACTION PLAN TIMEFRAME

Year 1: 2024-25

Year 2: 2025-26

Year 3: 2026-27

Year 4: 2027-28

COMMUNITY PARTNERSHIPS

This plan will be delivered by the City, working together with our diverse service providers, businesses, community organisations and networks. While the City will lead on these actions, we will identify opportunities to work in partnership, leveraging valuable networks and relationships to support delivery of the plan.

The City will continue to build on existing relationships with important key organisations such as the Barwon Disability Resource Council, the Rights, Information and Advocacy Centre, and VALiD.

The City will also seek opportunities to collaborate with some of Geelong's large organisations with a shared interest in disability inclusion, such as NDIS, WorkSafe and TAC.

Pillar 1: Access

Physical access to public spaces and facilities builds greater participation in society, and is essential for education, health care and work for people with disability. Accessible buildings, roads and footpaths, and effective communication through different formats (e.g. Braille, Auslan, plain/easy English, picture displays) support people with disability to achieve independence and greater social connectivity.[9] 'Universal design' aims to create environments that are useable and accessible to as many people as possible, inclusive of age, ability, gender identity, culture and language.[10]

Long term outcomes:

- The infrastructure of City of Greater Geelong (buildings, public spaces, facilities) is accessible for people with disability in both city and regional areas.
- People with disability feel informed and can communicate effectively with the City of Greater Geelong.

Strategy	Ref #	Action	Year	KPIs	Lead Unit
1.1 Apply a universal design approach to improving the accessibility of public spaces, streets, community buildings and facilities.	1.1.1	Incorporate accessible design in new capital projects through consistent processes, resourcing and consultation at concept design stage (including social infrastructure, open space and community recreation projects).	Year 1-4	Major capital projects (buildings over $5M) engage an accessibility consultant. The Access and Inclusion Advisory Committee consulted on the design of all regionally significant capital projects.	Major Projects; Asset Planner
	1.1.2	Construct the new Rippleside Inclusive Playspace	Year 1-2	Construction completed and playground opened	Major Projects
	1.1.3	Increase organisational expertise in accessible design, through employee capability building and/or a new position with technical expertise in accessible design.	Year 2	Suitable capability building scoped and delivered. Feasibility assessment of new position conducted.	Community Programs & Venues; Asset Planners
	1.1.4	Conduct asset assessments including accessibility audits of the City's major existing buildings (approx. 400) and develop a prioritisation process to plan and budget upgrades.	Year 1-4	Accessibility audit commenced for the City's 'major' building assets. Prioritisation system for accessibility upgrades developed and used in annual renewal programs.	Asset Management
	1.1.5	Embed universal and accessible design in the City's guidelines and manuals for public space design, as they are prepared (including open space landscaping, public realm, streetscapes, social infrastructure and signage). *	Year 1-4	Universal and accessible design included in guidelines and manuals for public space design. People with disability are consulted on the guidelines.	City Design; Social Infrastructure Planning; Marketing

Strategy	Ref #	Action	Year	KPIs	Lead Unit
	1.1.6	Continue to increase the provision of safe and accessible footpaths across the municipality.	Year 1-4	New: Subdivision footpaths are constructed to relevant standards. Renewed: 8km footpaths renewed per year. Repairs: New work orders for footpath tripping hazards are made safe within approved response times of the Road Management Plan.	Civil Infrastructure (new) Major Projects (renewed) City Works (repairs)
	1.1.7	Improve beach accessibility for people with disability (to sand and water) at high-use beaches managed by the City.	Year 1-4	Accessibility assessment of 4 beaches conducted. Recommended upgrades included within asset renewal process. Provision and use of Mobi Chairs is improved.	Community Inclusion; Environment & Natural Resources
	1.1.8	Continue to increase the provision of Changing Places facilities across the municipality.	Year 1-4	4 new Changing Places built, in line with priority areas identified in the 2023 review. Marveloo (portable Changing Place) provided for hire at 2 community events per year.	Major Projects
	1.1.9	Review and improve current supply of accessible parking in Geelong CBD and other major precincts.	Year 1-4	Audit of accessible parking included as part of the Central Geelong Parking Strategy – Precinct Parking Review, and other precinct reviews as they occur. Include consultation with Access & Inclusion Advisory Committee. At least 2 accessible parking bays upgraded per year.	Transport
1.2 Improve communication with people with disability and	1.2.1	Improve the availability of information about disability access and inclusion and increase provision of information in accessible formats (including Easy English pictorial format).	Year 1-4	The website page on Accessibility is updated regularly to provide current information. Number of publications provided in Easy English is increased.	Community Inclusion; Marketing

Strategy	Ref #	Action	Year	KPIs	Lead Unit
provide information in a timely manner.	1.2.2	Develop an interactive City of Greater Geelong Access Map providing key accessibility features to support people with disability visiting Geelong CBD.	Year 2-4	Interactive access map developed in consultation with people with disability.	Community Inclusion; Smart City
	1.2.3	Build the new Geelong Australia Website page to meet current Web Content Accessibility Guidelines (WCAG) and include an accessibility widget to provide additional access features (e.g. dyslexia friendly, screen reader).	Year 1	User testing of the website includes people with disability. Accessibility widget provided on new website.	IT Project Management Office
	1.2.4	Make it easier for people to report mobility/disability access issues via the 'Report an Issue' feature and improve collection and tracking of data.	Year 1	New option added to the 'Report an Issue' form (on website and app) to report mobility/disability access issues. Data on mobility/disability access reports is collated and analysed annually.	IT Project Management Office; Community Inclusion; Customer Service
1.3 Advocate to state government, private and community sector to improve accessibility of public transport and public spaces for people with disability.	1.3.1	Advocate to other levels of government and government departments on public transport issues impacting people with disability.	Year 1-4	The City's advocacy regarding public transport includes disability access and the Access & Inclusion Advisory Committee has input on accessibility priorities.	Government Relations & Advocacy; Transport
	1.3.2	Continue to address footpath obstructions by monitoring and enforcing local laws and educating retailers and residents.	Year 1-4	Clear expectations of shared mobility (e.g. e-scooter) hire companies communicated. Access & Inclusion Advisory Committee has input to the review of the Footpaths & Designated Roads Trading and Activity Policy. Complaints about obstructions on footpaths responded to in designated timeframes.	Transport; Community Safety & Regulation

Strategy	Ref #	Action	Year	KPIs	Lead Unit
	1.3.3	Educate and advocate to developers to provide accessible parking bays in private shopping car parks in new developments.	Year 1-4	Accessible parking requirements captured in permit approval process.	Strategic Transport Planning

* Action implementation will also apply a gender lens and consider other priority groups including First Nations, as outlined in the Social Equity Framework.

Pillar 2: Inclusion

Even when a public or community place is physically accessible, people with disability want to feel welcomed and experience a sense of belonging within the broader community. People with disability want to be consulted and included in decisions that affect them, often referred to as 'nothing about us without us'. We acknowledge that engaging with people with lived experience will result in improved facilities and services that meet the needs of people with disability.

Long term outcomes:

- People with disability enjoy equal participation in events, activities, sport programs and services in Greater Geelong.
- The City of Greater Geelong actively seeks advice and input from people with lived experience of disability to improve access and inclusion.
- The City of Greater Geelong actively promotes inclusive events and activities to people with disability.

Strategy	Ref #	Action	Year	KPIs	Lead Unit
2.1 Increase inclusion of people with disability at City of Greater Geelong events and other public events in the municipality.	2.1.1	Provide guidance for public events that prioritise accessibility for people with a disability (considering all stages of event delivery including promotion, access at the event and evaluation). *	Year 1-2	Guidelines for City-run events that prioritise accessibility for people with a disability developed and implemented. Event Planning Guide reviewed and updated	Marketing; Event Services; Community Inclusion
	2.1.2	Advocate to local event organisers and tourism businesses to accept Companion Cards at tourism businesses and ticketed events across the municipality.	Year 1	Information on Companion Card included in Event Planning Guide and in communications with tourism businesses.	Events Services
2.2 Increase inclusion of people with disability across sport and recreation programs (metro & regional).	2.2.1	Implement Sensory Quiet Time ongoing at Leisurelink and extend to other aquatic centres.	Year 1-4	Sensory Quiet Time implemented at Leisurelink aquatic areas and trialled at least 1 other aquatic centre.	Leisure Facilities
	2.2.2	Continue implementation of the Sport4All Program which creates inclusive pathways for people with disability to participate in grassroots sports, and include a gender lens.	Year 1	Sport4All program implemented. 100 sporting clubs and schools engaged in the program per year	Community Recreation
	2.2.3	Continue to embed disability access and inclusion across the Learn to Swim program, considering the needs of children with all types of disability including sensory disability.	Year 1-4	Increase in percentage of Learn to Swim instructors that have completed additional accessibility & inclusion training.	Leisure Facilities

Strategy	Ref #	Action	Year	KPIs	Lead Unit
	2.2.4	Facilitate increased access to City of Greater Geelong leisure and recreation programs for First Nations community members with disability or health issues.	Year 1-4	First Nations community members are assisted to access leisure and recreation services each year.	First Nations Community Experience
2.3 Increase inclusion of people with disability across City of Greater Geelong's services.	2.3.1	Investigate options for increasing understanding of hidden disabilities across frontline services, such as the Hidden Disability Sunflower initiative. #	Year 2-3	Report on Hidden Disability Sunflower initiative prepared. Hidden Disability Sunflower initiative (or similar) implemented.	Training & Compliance; Community Inclusion; Customer Service
	2.3.2	Continue to strengthen inclusion of children with all forms of disability across Family Services policies and procedures and seek input from children with disabilities and their families.	Year 1-4	Needs assessment of children and families with disability is conducted. Policies and procedures are reviewed and updated.	Family Services Development
2.4 Deliver accessible community engagement activities that actively encourage participation by people with disability.	2.4.1	Convene the Access & Inclusion Advisory Committee and provide opportunities for identifying and providing advice on priority projects.	Year 1-4	Six meetings convened per year. Annual report published on the Council's website.	Community Inclusion
	2.4.2	Continue to enhance our community engagement platforms and activities to enable people with disability to have their voices heard and reflected in decisions.	Year 1-4	Online or face-to-face accessibility supports added to community engagement options each year. Engagement Plan template includes accessibility section.	Community Engagement
	2.4.3	Conduct engagement opportunities with people with disability across the life of the Disability Access & Inclusion Plan.	Year 1-4	At least 3 engagement initiatives conducted each year providing opportunity for input into the implementation of the Disability Access & Inclusion Plan.	Community Inclusion

Strategy	Ref #	Action	Year	KPIs	Lead Unit
2.5 Demonstrate the City of Greater Geelong's leadership and commitment to inclusion within the municipality.	2.5.1	In line with Social Equity Framework and in consultation with Council Advisory Committees develop a public statement of commitment to diversity and inclusion (including people with disability). *	Year 1	Draft statement developed in consultation with Council Advisory Committees.	Social Equity & Safety; Community Inclusion
	2.5.2	Proactively monitor and respond to any proposed legislative change related to disability access and inclusion. #	Year 1-4	Timely action taken to respond to any proposed or new legislation that impacts on the City.	Community Inclusion; Social Equity & Safety; Inclusion & Diversity
	2.5.3	Review the Community Investment Support Fund Policy to consider inclusion of the Social Equity Framework principles across community grants. *	Year 2	Community Investment Support Fund Policy reviewed and updated to incorporate the Social Equity Framework.	Community Grants; Social Equity & Safety

* Action implementation will also apply a gender lens and consider other priority groups including First Nations, as outlined in the Social Equity Framework.

Workforce focussed action

Pillar 3: Employment

Paid employment improves people's independence, empowers them to participate and contribute to society, and increases their ability to make their own choices. Employment rates of people with disability are much lower than employment of people without a disability. Meaningful employment for people with disability can be achieved through recognition of the person's strengths and understanding their access and support needs in getting and keeping a job.

Long term outcomes:

- The City of Greater Geelong is an inclusive and diverse organisation with strong partnerships.
- The City of Greater Geelong has partnerships with businesses and services to advance employment opportunities for people with disability in the municipality.

Strategy	Ref #	Action	Year	KPIs	Lead Unit
3.1 Create a fully accessible and inclusive workplace at the City of Greater Geelong to attract and retain employees with disability.	3.1.1	Review and develop policies, procedures and checklist to establish accessible recruitment processes. Review to include use of external recruitment agencies and recruitment advertising. #	Year 1-4	Recruitment policies and procedures include access and inclusion for people with disability.	Talent Acquisition
	3.1.2	Develop a Workplace Adjustment Policy and implementation plan. #	Year 1-4	Workplace Adjustment Policy developed, implemented and evaluated, in consultation with people with disability.	Policy & Workplace Relations
	3.1.3	Convene an Access and Inclusion Employee Network for employees with disability as peer support and advisory body. #	Year 1	Employee network convened. One employee network event hosted annually.	Inclusion & Diversity
	3.1.4	Develop advancement opportunities across different levels for employees and students with disability. #	Year 3-4	Internal program to provide advancement opportunities for employees with disability developed and implemented. Internship program for students with disability implemented.	Inclusion & Diversity

Strategy	Ref #	Action	Year	KPIs	Lead Unit
3.2 Improve understanding and capability of City of Greater Geelong employees in creating accessible and inclusive environments and services for people with disability.	3.2.1	Implement disability inclusion training program(s) for leaders and relevant teams within the organisation delivered with/by people with disability. #	Year 1-4	Training program developed in consultation with Access & Inclusion Employee Network. Training program(s) and/or e-learning provided to people leaders and relevant teams.	Inclusion & Diversity; Training & Compliance
3.3 Partner with the Greater Geelong business community and disability employment specialists to promote inclusive employment.	3.3.1	Engage disability experts to run education sessions as part of the Geelong Small Business Festival on accessible employment and how to support employees with disability in the workplace.	Year 2-3	Education sessions on how to support employees with disability in the workplace delivered at Geelong Small Business Festival.	Business & Industry Experience; Community Inclusion

* Action implementation will also apply a gender lens and consider other priority groups including First Nations, as outlined in the Social Equity Framework.

Workforce focussed action

Pillar 4: Community Attitudes

Positive change across society begins with inclusive community attitudes that value and respect individuals across all diversities. Negative attitudes within the community toward people with disability impact all areas of their lives and result in lower participation and higher levels of isolation. Changing negative community and employer attitudes toward people with disabilities, and challenging stigma will create positive contribution toward greater inclusion.

Long term outcomes:

- People with disability feel respected, understood and valued in the Greater Geelong municipality.

Strategy	Ref #	Action	Year	KPIs	Lead Unit
4.1 Actively build community understanding of disability (all types) and the value of diversity and inclusive environments.	4.1.1	Deliver social marketing campaigns to improve community understanding and attitudes towards people with disability, promoting the diversity and strengths of people with disability, and challenging disability and gender stereotypes.	Year 2-4	Two social marketing campaigns are developed and implemented collaboratively with people with disability.	Community Inclusion; Communications and Marketing
	4.1.2	Investigate new artistic opportunities that engage people with disability in the creation of public arts projects.	Year 2-3	Potential opportunities scoped and included in Public Art Delivery program plan 2025-26. Engagement occurs with artists with lived experience on future opportunities.	Culture & Public Art Experience
	4.1.3	Conduct the annual Geelong Awards for People with Disability and engage people with disability in the design of the awards program and categories.	Year 1-4	The Access & Inclusion Advisory Committee is engaged in co-design of the awards program including award categories. At least 15 nominations for the awards received each year.	Community Inclusion
	4.1.4	Hold an annual community event for the International Day of People with Disability (open to the public) and engage people with disability in designing the event.	Year 1-4	Annual public event held, with at least 100 attendees. People with disability are engaged in design and delivery of the event.	Community Inclusion

Strategy	Ref #	Action	Year	KPIs	Lead Unit
4.2 Foster new opportunities for businesses, organisations and community groups to increase understanding and inclusion of people with disability.	4.2.1	Scope and seek funding to implement a "Proud to be a Welcoming and Inclusive Business" program for Greater Geelong that builds capacity among tourism, hospitality and retail businesses to be more inclusive and accessible for people with disability and people of all diversities. *	Year 2-4	Program is scoped and assessed for feasibility and funding. Program is designed and delivered in collaboration with people with disability.	Community Inclusion; Business & Industry Experience; Tourism
	4.2.2	As part of a review of Council's Community Grants consider trialling a small community grants stream (<$10,000) to fund local organisations for initiatives in celebration of International Day for People with Disability to promote inclusive attitudes across community.	Year 2-4	New small grant is trialled. At least 5 community events for International Day of People with Disability are supported per year.	Community Inclusion; Community Grants

* Action implementation will also apply a gender lens and consider other priority groups including First Nations, as outlined in the Social Equity Framework

Measuring and reporting

We recognise the importance of monitoring our progress over the life of the plan and reporting back to our community. The plan will be accompanied by a measurement framework which supports us to regularly track our progress and report on our activities and outcomes.

We will measure and report on progress through the following approaches:

- Progress reporting on actions to the Access and Inclusion Advisory Committee.
- Annual reporting within the City's Annual Report.
- Surveys of employees and the Greater Geelong community.
- Case studies of implemented actions.
- Analysis of data from surveys such as the Geelong Preventative Health Survey.

We will also establish an internal implementation group to guide and provide input monitoring progress, outcomes and reporting back to community.

SHARING OUR ACHIEVEMENTS

We heard from the community and the Access and Inclusion Advisory Committee that it is important that the City share stories of success, inclusive practice and accessible design. This helps to create a positive culture of inclusion and provide examples that we can build on into the future.

References

1. Victorian Government, 2022; *Disability Inclusion Bill Exposure Draft*, part 1, page 4.

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3. Commonwealth of Australia, 2023: *Royal Commission into Violence, Abuse, Neglect and Exploitation of People with Disability: Executive Summary*, pages 43-45.

4. Commonwealth of Australia, 2022: *Commonwealth Closing the Gap Annual Report 2022*, page 123.

5. Australian Bureau of Statistics, 2018: *Disability, Ageing and Carers, Australia: Summary of findings*.

6. Australian Bureau of Statistics, 2021: *Unpaid work and care: Census*.

7. Australian Bureau of Statistics, 2021: *Disability and carers: Census*.

8. City of Greater Geelong, 2024: *Employee Experience Survey 2024.*

9. World Health Organisation, 2011: *World Report on Disability Report.*

10. State of Victoria, 2022: *Inclusive Victoria: State disability plan (2022-26).*

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Disability Access and Inclusion Plan 2024-28

CITY OF GREATER GEELONG

COMMUNITY ENGAGEMENT SUMMARY REPORT – STAGE TWO



INTRODUCTION

This report outlines the process and feedback received from the community on the *Draft Disability Access and Inclusion Plan 2024-28*. The Draft plan outlines actions to create a city that is more accessible, inclusive and welcoming and supports the full participation of people with disability.

The development of this plan has involved two stages of community engagement. Stage One was conducted in July-September 2023 and involved extensive consultation, including community workshops, interviews and a survey. The information from the community was used to develop the draft plan. The report on the Stage One engagement is available on Have Your Say.

Stage Two of the community engagement was conducted in May-July 2024. This engagement specifically sought to hear the community's feedback on the *Draft Disability Access and Inclusion Plan 2024-28.* This report outlines the feedback received during Stage Two.

A focus of the engagement was to ensure that the needs and aspirations of people with disability were reflected in the plan. Through both stages of engagement we heard from residents with disability, their carers and supporters, as well as service providers and City of Greater Geelong employees. The City's Access and Inclusion Advisory Committee provided guidance on the community engagement and input on the plan.

The Disability Access and Inclusion Plan is a legislative requirement and will be registered with the Australian Human Rights Commission.

HOW WE ENGAGED

A project specific engagement page was developed for the City of Greater Geelong website Have Your Say to provide project information and communicate ways that the community could provide feedback on the *Draft Disability Access and Inclusion Plan*.



35
Days of Engagement



20
Responses Received



17
Survey responses



The Draft Plan was advertised in newspapers, social media, newsletters and via direct emails to key groups

ENGAGEMENT METHODS

Have Your Say Online Portal	An online *Have Your Say* project page was designed to share relevant information to encourage community feedback throughout the engagement process. https://yoursay.geelongaustralia.com.au/DAIP2024-2028
Survey	An online survey was available on the Have Your Say page from Wednesday 29 May through to Tuesday 2 July 2024.

ENGAGEMENT METHODS	
Phone call	Verbal feedback was welcomed via phone call by booking a suitable time for a phone consultation. Two people took up this option, and a staff member completed the survey for them over the phone.
Provide a written submission	Written submissions were accepted. Three people provided feedback via email.

WHO WE ENGAGED WITH

Between the 29 May and 2 July 2024, the City of Greater Geelong received 20 responses from the community on our Draft Access and Inclusion Action Plan.

The community were invited to share some demographic data with us, primarily through our *Have Your Say* survey.



41% identified as a person with disability

29% were carers or family members of a person with disability

WHAT WE ASKED

We asked the community to tell us how they felt about the draft plan and if there was anything they would like to see changed.

Specifically, we asked:

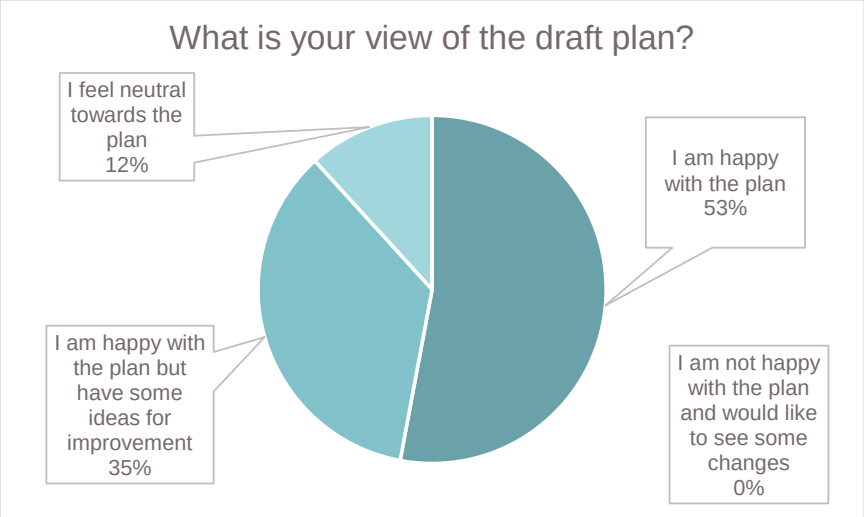
- **What is your view of the draft plan?**
  Response choices: I am happy with the plan; I am happy with the plan but have some ideas for improvement; I feel neutral towards the plan; I am not happy with the plan and would like to see some changes.

- **Does the plan reflect your priorities for disability access and inclusion in Greater Geelong?**
  Response choices: yes; no; I'm not sure.
  If no, option for free text answer on what priorities they would like to see.

- **Would you like to share further feedback about the plan?**
  Response choices: yes; no.
  If yes, option for free text answer.

WHAT WE HEARD

Overall, feedback was positive about the draft plan, with 88% of respondents happy with the plan, whilst 12% were neutral. No respondents said they were unhappy with the plan.



Seventy per cent of respondents agreed that the draft plan reflected the priorities for disability access and inclusion in Greater Geelong, whilst 18% felt the plan did not and 12% that were unsure. Two people shared that they wanted to see greater prioritisation of social housing, employment, and community education.

Nine people shared further feedback about the plan via the survey, and three people shared feedback via email.

The following table outlines the feedback received and how this has been considered in the final plan.

THEME	FEEDBACK RECEIVED	RELEVANT SECTION	CHANGES MADE AND/OR COMMENTS
Social housing	Would like to see Social Housing as a priority	n/a	We recognise that this is an important issue. The City does not have a direct role in the provision of social housing for people with disability. However, it is advocating for greater access to social housing under its Social Housing Plan.
Employment	Would like to see employment as a bigger priority	Pillar 3: Employment	We recognise that Employment is a significant issue. One of the four Pillars is Employment. The City does not play a direct role in employment services or programs, this is delivered by other organisations in Geelong. Thus, the plan's focus is on the City's role as a large employer in the region.
Employment	Would love to be involved in employment for people with disability.	Pillar 3: Employment	No change requested. The contributor would like to discuss ideas for employment – staff will follow up.
Parking	Would like to see parking as a bigger priority	Action 1.1.9	We recognise that parking is a priority issue. This is included under Action 1.1.9, 'Review and improve current supply of accessible parking in Geelong CBD and other major precincts'. We

THEME	FEEDBACK RECEIVED	RELEVANT SECTION	CHANGES MADE AND/OR COMMENTS
			note that changes to parking infrastructure are very costly however the City will continue to focus on this as budget allows.
Parking	Many accessible parking spaces are not suitable for wheelchairs. Could specific parking spaces be reserved for people with wheelchairs, e.g. using an MLAK key to unlock a bollard.	Action 1.1.9	Action 1.1.9 is to improve supply of accessible parking. The need for greater wheelchair access has been noted for further consideration under that action.
Footpaths	Improve footpath accessibility – especially Pakington Street. Upgrade to similar standard to Moorabool and Malop streets.	Action 1.1.6	We recognise that footpath accessibility is very important. This is included under action 1.1.6 'Continue to increase the provision of safe and accessible footpaths across the municipality.'
Footpaths	Improve footpath accessibility	Action 1.1.6	We recognise that footpath accessibility is very important. This is included under action 1.1.6 'Continue to increase the provision of safe and accessible footpaths across the municipality.'
Footpaths	Include bench seats at regular intervals along footpaths, as many people with accessibility needs cannot walk far.	Pillar 1: Access	We acknowledge that this is important. This is incorporated into general streetscape improvements in high use areas.
Shared paths (Geelong Botanic Gardens)	Would like to see greater access to and around the Geelong Botanic Gardens	Pillar 1: Access	The City is working to improve path access within and to the Geelong Botanic Gardens, including a potential bus drop off entry point. While it hasn't been added as a specific action in the plan, this comment has been flagged for further enquiry by Council Officers.
Community education	Would like to see more community education about disability and accessibility, drawing on lived experience of people with disability	Pillar 4: Community Attitudes	We agree with the comment and consider that this is covered by 6 actions under the Community Attitudes Pillar. These actions could potentially be extended in future years of the plan for more extensive work to be done in community education, if resourcing is available.
Businesses	Include an action to create a fund to help businesses in Geelong become more accessible.	Action 4.2.1	This is a good idea. While a new fund is not possible at this time, funds to support businesses to become more accessible could form part of Action 4.2.1, pending external funding for this project.
Safety	People with disability need greater protection in public to be able to participate in community life.	n/a	Acknowledge the comment. Unclear what is meant by protection or what role the City would have in this.
New buildings	Accessibility in new buildings should not only be to minimum [legislated] requirements as these are not good enough. For example, new Norlane ARC does not have enough accessible change rooms.	Action 1.1.1	We recognise the importance of universal design and working beyond minimum standards to ensure buildings meet diverse community needs into the future. This is recognised in Strategy 1.1, as well as a focus of Action 1.1.1 and 1.1.5. Community feedback about accessibility at Norlane ARC is currently being considered and changes addressed.

THEME	FEEDBACK RECEIVED	RELEVANT SECTION	CHANGES MADE AND/OR COMMENTS
Changing Places	Happy to see more Changing Places, however concern is that these are mostly within buildings that don't have external access, i.e. not open when the building is closed.	Action 1.1.8	We acknowledge the comment and agree that this is a limitation of some Changing Place locations. This will be considered in the new facilities. Additionally under action 1.2.1 the City will provide more information about accessing Changing Places.
General	The plan is well set out and like that it discusses current issues, definitions and statistics.	Whole plan	Comment noted.
General	The actions (page 14-24) are complex to understand – can these be presented in an easier format	Action plan section	Plan formatting improved and text size increased. Following endorsement of final plan, graphic design will occur to produce a more user-friendly document, and an Easy Read version will be developed.
General	This plan is very important. Suggest that schools are invited to participate.	Whole plan	No change requested. Young people were involved in the plan development, including a focus group at Nelson Park School. The final plan will be distributed to schools.
General	Plan is too long and verbose. Question the validity and inclusion of prevalence data relating to LGBTQIA+ and disability. Disagree with the Social Equity Framework. Would like to know if the plan will reduce the cost of rates.	Whole plan	An Easy Read version of the plan will be developed. The plan includes reliable references for all data sources. The way the data is presented was slightly updated to remove any ambiguity. While the plan will not reduce rates, it does promote long-term planning for the needs of all residents, which will help our buildings and services to be sustainable into the future.
Definitions	Disagree with the definition, which uses the words 'impairment' and 'limitation'. Would prefer a focus on diversity.	What do we mean by Disability?	The definition (used by Victorian Government) has been retained, however the paragraph on the 'Social Model of Disability' has been moved to this section, to provide more balance and context.

Additionally, feedback was received from the Access and Inclusion Advisory Committee (AIAC). These comments and changes have been outlined below.

FEEDBACK RECEIVED	CHANGES MADE AND/OR COMMENTS
Would like to understand how the Deakin University study on accessibility in Geelong has been used and incorporated. https://deakinhomeresearchhub.com/wp-content/uploads/sites/77/2019/09/Accessible-and-Inclusive-Geelong-Feasibility-Study.pdf	The findings and recommendations of the Deakin study were used in developing the plan. A section has been added to 'What Guides Us' in the plan to note the Deakin study and how it has been incorporated.
How will there be return communication to the AIAC about the achievement of the actions/KPIs across the life of the plan? Could there be reports or other ways to keep the AIAC up to date.	Progress reports to the AIAC will be built into the plan implementation (see Measuring and Reporting section). We still need to determine exactly how this will look and frequency and will consult with the committee about what they would like to see.
Would like to see more references in the KPIs about how there will be AIAC consultation about key projects, e.g.	Reference to AIAC added to 1.1.9 and 1.3.1

FEEDBACK RECEIVED	CHANGES MADE AND/OR COMMENTS
Parking Precinct Review (1.1.9), advocacy on public transport (1.3.1).	
Is there a way to promote the achievements and good features of accessible design? E.g. some of the Geelong Arts Centre's innovations.	Small section added to the 'Measuring & Reporting' section of the plan on 'Sharing our Achievements' – to build in ways to communicate to both community and staff on successful initiatives to increase understanding and share ideas.
Action 1.1.2 - Concerned about why there is still a need to bring in more accessible design expertise, when the Australian Standard 1428 has been around for 15 years now. This should be known and understood by more staff. Would like to see more education of staff on accessible design. Could contact Institute of Architects or Standards Australia.	Good suggestion. Action 1.1.2 has been adapted to include employee capability building as well as/or alternative to scoping a new position.
We have several big organisations in Geelong who all have an interest in disability access and inclusion – WorkSafe, NDIS, TAC. Could we do more collaboration or joint advocacy with them?	This is an important point. Reference to these organisations has been added to 'Partnerships' section and this will be followed up in Year 1.
Would love to see a commitment to more accessible sports infrastructure, especially all-weather facilities.	The Commonwealth Games legacy projects will partially deliver on this request and accessible design will be a key consideration.
Action 1.1.9 – The KPI doesn't specify how many accessible parking bays to be upgraded.	Updated to refer to 'at least 2'. We acknowledge that this seems low, however costs can be very high for these upgrades and we are limited by budget.
Some KPIs are specific but some are vague – could these be strengthened.	Acknowledge this feedback. We will work with the teams across the organisation to see where KPIs can be strengthened.
Action 1.1.3 - Accessibility audits – would like to see that these are not just ticking the box for meeting DDA compliance, but looking at universal design improvements.	Acknowledge this feedback. Strategy 1.1 sets the focus on universal design.
Action 4.1.3 - The Geelong Awards for People with Disability – can this be a bigger event? It was fantastic and would like to see it grow.	We have noted this feedback and will ensure the planning for this event is on the agenda for the AIAC to seek input. The action's KPI includes that the AIAC is involved in co-design of the event.

NEXT STEPS

The plan has been updated to incorporate community feedback. The FINAL Disability Access and Inclusion Plan 2024-28 will be considered by Council for adoption at the August 2024 Council Meeting.

2.2. Council Adoption of Neighbourhood Amenity Local Law 2024 and Local Law Manual 2024

Source: **City Life**
Executive Director: **Anthony Basford**

Purpose

1. To seek Council adoption of the Neighbourhood Amenity Local Law 2024 **(Attachment 1)** and Local Law Manual 2024 **(Attachment 2)**.

Background

2. *Section 84 Local Government Act 2020,* the Sunset Clause, prescribes that the current Neighbourhood Amenity Local Law 2014 will automatically be revoked on the day which is 10 years after the Law came into operation, being 10 December 2024. Therefore, a new Local Law must be made prior to this date.

3. A first round of community engagement was undertaken during June and July 2023. An analysis report of the first round of community engagement is attached (**Attachment 4)**.

4. Workshops with internal staff, external agencies, Council advisory bodies, and Councillors were held in January and February 2024. The main feedback themes included updating terminology, improving definitions, clarifying, simplifying and future-proof wording.

5. In April 2024 Council approved the exhibit of the draft Neighbourhood Amenity Local Law 2024 for a second round of community engagement. This took place during April and May 2024 and a summary report (**Attachment 5)**.

Key Matters

6. Part 3, Division 3 of the *Local Government Act 2020* stipulates the requirements of the local law. Key points:

   6.1. A local law must not be inconsistent with any Act (including the *Charter of Human Rights and Responsibilities Act 2006)* or regulations;

   6.2. A local law must be expressed as clearly and unambiguously as is reasonably possible; and

   6.3. A local law must not duplicate or be inconsistent with a planning scheme that is in force in the municipal district.

7. Per the *Local Government Act 2020*, there are three options for the commencement date of the new Local Law. The current Local Law can (1) be revoked now to allow for commencement of the new Local Law from 28 August 2024 or (2) another date prior to 10 December 2024 can be nominated or (3) the current Local Law can be allowed to sunset on 10 December 2024 and the new Local Law come into operation on 11 December 2024.

7.1. Option 3 is recommended, being that the Sunset Clause be realised, and the new Neighbourhood Amenity Local Law 2024 comes into operation on 11 December 2024.

7.2. This date will allow sufficient time to train Council staff and Authorised Officers in the application of the new Law, to update templates and operational systems that support the application and enforcement of the Law, and to meet statutory requirements pertaining to advertising and public notification.

8. The Local Law Manual 2024 which contains guidelines to support the application of the Local Law is incorporated by reference into the Neighbourhood Amenity Local Law 2024.

9. The Neighbourhood Amenity Local Law 2024 and Local Law Manual 2024 have been written considering feedback from the community, internal teams, external agencies, and Council advisory groups and includes:

9.1. Updated definitions and references to other acts or legislation;

9.2. Simplified language and change to gender neutral terms;

9.3. Measurements updated from imperial to metric terms;

9.4. Removal/combination of duplicated subclauses;

9.5. Removal of 9 clauses no longer relevant, covered by superior legislation or combined with other clauses; and

9.6. Updated wording to future proof for potential changes – electric vehicles, glass recycling, etc.

10. Removal of references to guidelines in individual clauses. A general reference is included in Section 1.

11. Clause 29 has been amended to include time restrictions for the use of motor bikes and motorised recreational vehicles outside of built-up areas.

11.1. Clause 45 is a new clause for Collections, Gifts and Distributions.

11.2. Clause 51 has been amended to include a separate subclause to restrict times for carrying out building works on a residential building site. Permits to vary this are not available.

11.3. Clause 75 has been amended. Following feedback from the community the proposed subclause 3f has been removed. Wording has been strengthened in other areas of the clause, including a new subclause 2c.

11.3.1. These changes were made to ensure that this clause complies with the *Charter of Human Rights and Responsibilities Act 2006, Gender Equality Act 2020 and Sex Discrimination Act 1984.* The changes also recognise the concerns of the community around safety, and our obligations under the *Occupational Health and Safety Act 2004* to ensure that employees, workers, and other persons using Council facilities are not exposed to risks to their health or safety.

12. Penalty unit rates have been amended in line with the *Local Government Act 2020*. Penalty units were previously set at $100 in the *Local Government Act 1989*, but are now in line with the *Monetary Units Act 2004*, currently $197.59. The value of a penalty unit is set annually by the Victorian Treasurer and is updated on 1 July each year.

13. Maximum penalty units allocated to each offence have not been amended with the exception of clause 50, subclause 4 which has been increased from 15 units to the maximum 20 units.

RESOLUTION - Item 2.2

Cr Moloney moved, Cr Cadwell seconded -

That Council:

1. **Notes that the Neighbourhood Amenity Local Law 2014 will cease operation on 10 December 2024;**

2. **Receives this report and notes the findings of the community engagement pertaining to the review of the Neighbourhood Amenity Local Law (Attachments 4 & 5);**

3. **Resolves in accordance with the *Local Government Act 2020* to make the Neighbourhood Amenity Local Law 2024 with the effective date being 11 December 2024 (Attachment 1);**

4. **Notes the Local Law Manual 2024 (Attachment 2) is incorporated by reference into the Neighbourhood Amenity Local Law 2024 in accordance with s76 of the *Local Government Act 2020*;**

5. **Notes the certificate of compliance with the Local Law requirements as required under s74 of the *Local Government Act 2020* (Attachment 3).**

Carried

Financial Sustainability

14. Penalty unit rates have been amended in line with the *Local Government Act 2020*. Penalty units were previously set at $100 in the *Local Government Act 1989*, but are now in line with the *Monetary Units Act 2004*, currently $197.59. The value of a penalty unit is set annually by the Victorian Treasurer and is updated on 1 July each year.

15. Any infringements issued on or after 11 December 2024 under the Neighbourhood Amenity Local Law 2024 will be at the new rates, resulting in increased income. This will be included in future budgets.

Community Engagement

16. A first round of community engagement on the Neighbourhood Amenity Local Law Review was undertaken for a six-week period in June-July 2023. A survey was available via the City's Have Your Say (HYS) platform providing the opportunity for community members to leave feedback on one or multiple sections of the local law. There were 3,293 visits to the platform and we received 123 responses.

    16.1. The Property Local Law survey attracted the majority of interest at 352 visits (34 per cent), Animals 180 visits (20 per cent) and Waste 80 visits (8 per cent), with remainder of visits well dispersed across other categories.

    16.2. Topics varied across each survey with little overlap between key themes across the consultation. There was some consistency in respondents calling for enforcement of existing laws, either in place of or in addition to any changes to the Law.

    16.3. A clear consensus emerged regarding the need to amend or review clause 82(3)(f) due to its binary understanding of gender and potential discriminatory impact.

17. A second round of community engagement was undertaken for a four-week period in April-May 2024 to seek feedback on the draft Neighbourhood Amenity Local Law 2024. A survey was available via the City's HYS platform. There were 444 visits to the platform and we received 88 responses from 69 different contributors.

18. The data told us that the community raised the following issues. These were all considered during the review of the Neighbourhood Amenity Local Law 2024:

    18.1. Clause 10 - Unsightly land. Environmental weeds need to be removed and indigenous plantings should be encouraged to support native wildlife.

    18.2. This feedback was considered, and a decision was made not to amend this clause. The clause already includes the need to maintain excessive vegetation including grass or weeds in excess of 200 mm in height, but the stipulation on appropriate species is not something that should be enforced by the local law.

    18.3. Clause 67 (1) – Use of Municipal Reserves without a permit. All feedback related to drone flying and included requests to remove the requirement to obtain a permit to fly a drone, to prohibit drone flying over reserves and public land and concerns around privacy.

    18.4. This feedback was considered, and a decision was made to leave this clause in the new local law. Permits are free and are granted for a period of two years, so the impost on the applicant is extremely low. The requirement to obtain a permit

is necessary to enable our officers to investigate complaints from community members around nuisance and privacy.

18.5. Clause 75 (3)(f) - Behaviour in Municipal Buildings, use of dressing rooms, showers & conveniences. Three themes were identified; remove the clause, strengthen the wording to protect families and keep the existing wording.

19. This feedback was considered, and the clause has been removed. See 11.3 for details.

20. Community engagement reports for stages 1 and 2 have been prepared and are provided as **Attachments 4 and 5**.

Social Equity and Sustainability

21. The social equity implications arising from the Neighbourhood Amenity Local Law have been considered and amendments to or removal of clauses made where appropriate.

Relevant Law/Policy/Legal Implications

22. *Section 71 Local Government Act 2020* grants the power for a Council to make local laws.

23. The Neighbourhood Amenity Local Law 2024 has been written with reference to the requirements stipulated in *s72 Local Government Act 2020*.

24. The *Charter of Human Rights and Responsibilities Act 2006* and the *Sex Discrimination Act 1984* have been considered in drafting the Neighbourhood Amenity Local Law 2024.

25. The *Gender Equality Act 2020* has been considered and Gender Impact statements have been completed and reviewed by the Inclusion and Diversity team.

Alignment to Community Plan and Vision

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

27. 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

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

Risk Assessment

29. Not adopting a new Neighbourhood Amenity Local Law by 10 December 2024 will leave the City without a valid Local Law.

30. Not having a valid Local Law is almost certain to lead to an increase in complaints from the community, increased risk to community safety and no mechanism for the City to respond.

Environmental Sustainability

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

Attachments

1. FINAL - Neighbourhood Amenity Local Law 2024 [**2.2.1** - 63 pages]
2. FINAL - Local Law Procedure Manual 2024 [**2.2.2** - 33 pages]
3. certificate of compliance local law [**2.2.3** - 2 pages]
4. Engagement Summary Report Local Law Stage 1 [**2.2.4** - 34 pages]
5. Engagement Summary Report Local Law Stage 2 [**2.2.5** - 9 pages]

THE CITY OF
GREATER GEELONG

NEIGHBOURHOOD AMENITY LOCAL LAW 2024

GREATER GEELONG CITY COUNCIL

Greater Geelong City Council's *Local Law Manual 2024* is incorporated by reference into this *Neighbourhood Amenity Local Law 2024*

CITY OF GREATER GEELONG

Neighbourhood Amenity Local Law 2024

PREAMBLE

Greater Geelong City Council's Local Law is designed to secure community safety, protect public assets and enhance neighbourhood amenity. The Local Law embraces best practice local law making by embodying the principles of accessibility, accountability, compliance, consistency, currency, efficiency, enforceability, necessity and transparency. The Local Law is also consistent with the principles of justice and fairness. Extensive community consultation has been undertaken in the preparation of this Local Law.

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PART 1 – PRELIMINARY, OBJECTIVES AND DEFINITIONS

1 TITLE

This Local Law is the called Neighbourhood Amenity Local Law 2024 and is referred to in this document as the “Local Law'.

2 OBJECTIVES OF THE LOCAL LAW

The objectives of the Local Law are to:

1. secure community safety
2. protect public assets
3. enhance neighbourhood amenity
4. embrace best practice local law-making principles of accessibility, accountability, compliance, consistency, currency, efficiency, enforceability, necessity and transparency
5. be consistent with the Council’s overall objectives and strategies, in particular:
    a. to enhance health, wellbeing and quality of life of Greater Geelong communities, through healthy lifestyles, healthy environments, and connected, creative and strong communities
    b. to secure Greater Geelong's economic future by supporting businesses, facilitating major infrastructure and investment and encouraging a vibrant leading city for tourism, arts, culture and events
    c. to partner with our community to protect and enhance our natural ecosystems and to encourage sustainable design and reduced resource consumption by protecting natural areas, supporting our community to live sustainably
    d. to provide cost effective services that meet the changing needs of the community through an efficient and customer focused organisation, sustainable financial management, an informed and engaged community and a safe work environment
6. provide for the administration of the Council’s powers and functions
7. revoke Neighbourhood Amenity Local Law 2014.

3 AUTHORISING PROVISIONS

The Council’s authority to make this Local Law is contained in section 71 of the *Local Government Act* 2020, section 42 of the *Domestic Animals Act* 1994.

4 COMMENCEMENT

This Local Law operates from 11 December 2024.

5 DATE THIS LOCAL LAW CEASES OPERATION

Unless this Local Law is revoked sooner, its operation will cease on 11 December 2034.

6 REVOCATION OF OTHER LOCAL LAWS

The following Local Laws of the Council are revoked at the commencement of this Local Law:

Neighbourhood Amenity Local Law 2014.

7 SCOPE OF THIS LOCAL LAW

1. This Local Law applies to the whole of the Municipal District, except where it is apparent from its wording that a Clause or provision applies to a specific area.
2. Where this Local Law applies to a Road, it applies to all parts of the Road.
3. The provisions of this Local Law apply to the extent that they are not inconsistent with any Act or Regulation applicable to the Council or its Municipal District.
4. Where this Local Law prohibits any act, matter or thing or provides that such act, matter or thing can only be done or exist with a Permit, that prohibition or provision will not apply if the act, matter or thing can be done or can exist by reason of an express permission in the Planning Scheme.
5. References to any land in this Local Law include buildings and other structures permanently affixed to the land and any land covered with water and any structures over any water affixed to the land or to the land covered with water.

8 HOW TO READ THIS LOCAL LAW, GUIDELINES AND INCORPORATED DOCUMENTS

Parts 1 to 7 of this Local Law set out provisions for meeting the objectives of this Local Law, organised in a community focussed, user-friendly structure. Part 1 and Part 7 focus on matters generally described as preliminary and administrative, including objectives, scope, definitions, powers, permits, appeals, fees and penalties. Part 2 is a collection of laws as they apply to an individual's home and property, extending to any animals and waste collection. Part 3 deals with laws about vehicles and activities which occur on streets and roads (including stock movements). Part 4 is a collection of laws related particularly to business activities and to building and construction. Part 5 deals with Alcohol consumption and Smoking. Part 6 contains those laws concerned with Municipal Places and Council's reserves, landfill sites and buildings. These laws include prohibited behaviours and permitted activities in these places. Schedule 1 sets out a summary of maximum penalties and Infringement Notice penalties.

The Local Law refers to the Local Law Manual. The Local Law Manual is a separate document, but forms part of the Local Law. It sets out information on how discretion is exercised by staff when applying the Local Law, and factors and issues that officers can have regard to when exercising their powers and making decisions.

The Local Law also refers to other documents, such as Council policies. These polices may change from time to time and do not form part of this Local Law. The current version of policies relevant to the Local Law are set out on the City's website.

9 DEFINITIONS

In this Local Law, unless the context or subject matter indicates otherwise, definitions are as in the *Local Government Act* 1989 and *Local Government Act 2020* indicated by the words '*as in the Act*'. Other words and phrases have the respective meanings assigned:

Words and phrases	Meaning or extended meaning
1989 Act	Means the *Local Government Act* 1989
2020 Act	Means the *Local Government Act 2020*
Advertising Sign	Means any board, notice, structure, banner, flag or other similar device, with or without words, illuminated or not with symbols or recognisable graphics, used for the purpose of soliciting sales or promoting a brand or person or notifying people of an adjacent property, organisation, business, or event or directing people to a place, whether real, internet-based or electronic, where goods and/or services may be obtained.
Alcohol	Has the same meaning as 'Liquor'.
Alcohol Free Area	Means an area of, or in, any Municipal Place, which has been declared by the Council as an "alcohol free" area and has appropriate signage erected and maintained
Allotment	Means any land in separate ownership or occupation.
Animal	Excludes a Person but includes, although is not limited to, any of the species or groups listed in the first column of the *Table of Animal Numbers and Types* in Clause 20 (Keeping Animals), and includes Livestock, reptiles, insects and any other living creature domesticated or wild.
Applicant	Means a Person who applies for a Permit under this Local Law.
Appropriate Fee	Means the fee determined by the Council in accordance with Clause 0 of this Local Law.
Asset Protection Permit	Means a Permit referred to in Clauses 46, 47,48, 49 and 52 of this Local Law.
Authorised Officer	Means an Authorised Officer appointed under section 224 of the 1989 Act.
Barbeque	Means a device used for the cooking of food outdoors, whether constructed or manufactured and whether powered by gas, electricity, liquid or solid fuel, or any combination of them, and includes a device for spit roasting when used outdoors.
Building Site	Means the entire area of any Building Work secured with permanent or temporary fence, but also includes sites of excavation, landscaping and concreting.
Building Work	Means works for or in connection with the construction, alteration, demolition or removal of a building in respect of which a building permit is required under the *Building Act* 1993.
Built Up Area	Means, in relation to a length of Road, an area in which either or both of the following are present for a distance of at least 500 metres or, if the length of Road is shorter than 500 metres, for the whole of the Road:

	a. buildings, not over 100 metres apart, on land next to the Road b. street lights not over 100 metres apart.
Bulk Waste Container	Means a skip, bin, container, mobile storage unit, charity collection bin or other structure designed or used for holding a substantial quantity of waste (or storage and which is unlikely to be lifted without mechanical assistance but excludes a container used in connection with the Council's kerbside Waste, Recyclables and Green Waste collection services.
Busk, Busking	Means to perform to the public, whether by acting, juggling, dancing, singing, mime, statue, drawing, playing a musical instrument or otherwise entertaining passers-by, with or without collecting money.
Campervan	Means any Campervan, mobile home or similar vehicle, which includes sleeping and/or living facilities, whether manufactured to luxury standard or privately converted from a standard vehicle and includes a caravan, camper trailer and other similar towed living/sleeping trailer facility.
Camp, Camping	Means the occupation or use of a tent, makeshift structure, vessel, gazebo, swag or sunshade, caravan, campervan, mobile home or any other Vehicle (including under the Vehicle) for sleeping all or part of a day between sunset and sunrise or as temporary accommodation but excludes brief 'power napping' in a vehicle beside a highway for two hours or less.
Camping Area	Means any land within the Municipal District that has been declared by the Council or other public authority to be a 'Camping Area' for the purposes of this Local Law.
Chief Executive Officer	Means the person appointed by the Council to be its Chief Executive Officer or any person acting in that position
Contaminated Material	Means any material designated by the Council as unacceptable for deposit in a Council-provided mobile bin or other Council-provided bin or class of such mobile or other bins and publicised by printed matter or on Council's website.
Council	Means Greater Geelong City Council.
Council Land	Means any land owned, or vested in, or under the control or management of the Council excluding a Road, but including a Municipal Reserve or other reservation, watercourse, Foreshore Reserve, jetty, pontoon or boat ramp, and includes any structures, artworks, public decorations or other public displays erected upon or situated at these places including any waterway.
Delegated Officer	Means a person who holds an office or a position as a member of Council staff to whom the Chief Executive Officer has delegated a specific power, duty or function under this Local Law.
Derelict Vehicle	In a poor condition as a result of damage, disuse or neglect.
Dilapidated Building	In a state of disrepair or ruin as a result of damage, disuse, age or neglect.

Domestic Bird	Means a small bird such as a canary, finch, budgerigar or the like that is kept in a cage or aviary but excludes a Large and/or Noisy Bird capable of causing disturbance and discomfort to neighbours, and, for the purposes of the *Table of Numbers and Types of Animals*, excludes pigeons.
Droving of Livestock	Means a single driving of Livestock in or through the Municipal District, or from one location to another for the purpose of changing the grazing area, or for the purposes of sale or relocation after sale.
Dwelling	Means a building used as a self-contained residence which normally includes food preparation facilities, washing and toilet facilities and includes any associated out-buildings and works normal to a residence.
Effective Control	Means that the owner of an animal always has the animal in sight, that the animal will return immediately on command, and does not demonstrate any hostility or over exuberance to people or other animals.
Electric Personal Transporter	means a vehicle designed for use by one person that: a. has 2 wheels that operate on a single axis b. is designed to be self-balancing while a person is using it c. is propelled by an electric motor d. is steered by means of a handlebar e. has a maximum speed of 25 kilometres per hour f. is fitted with a device that can limit the maximum speed to 10 kilometres per hour g. has a maximum width of 850 millimetres h. has a maximum weight of 60 kilograms when not carrying a person or any load.
Electric Scooter	means a vehicle designed for use by one person that: a. transports a person while the person is standing b. has 2 wheels (one in front of the other c. has a footboard between the front and rear wheels d. is steered by means of a handlebar e. has a maximum speed capability of 25 kilometres per f. hour when ridden on level ground g. can be propelled by one or both of the following: i. one or more electric motors ii. a person pushing one foot against the ground.

Event	An event is when one or more of the following applies: a. you plan to erect temporary infrastructure eg marquee, portable toilets, fences, inflatables, petting zoo b. the activation will likely attract 100 attendees or more c. you require vehicle access to a location d. you are charging participants a fee to access the site e. requires a road closure or changes traffic conditions f. is publicly announced or advertised.
Fence (Fencing)	Means any enclosure by design or intent that is used for the confinement of an Animal, or for security, privacy, amenity or property boundary marking, and includes (but is not limited to) a gate, grid or similar structure.
Footpath	Means a pathway or other area constructed or developed by a public authority for use by pedestrians.
Foreshore Reserve	Means any land, whether or not owned, or vested in, or under the control and management of the Council, adjacent to the waters of Corio Bay, Port Phillip Bay or Bass Strait or any inland lake, river, stream, creek or other waterway, but does not include a Road.
Graffiti	Means any defacement of property, whether written, drawn, sprayed, scratched or otherwise marked on a wall or other surface, which is not readily removable by wiping with a dry cloth, is detrimental to the visual amenity of the neighbourhood and is not part of any approved artistic exhibition.
Grazing of Livestock	Means the use of a Road for the purposes of grazing Livestock, which includes supplementary feeding.
Green Waste	Means all types of organic Waste produced or accumulated on any land that the Council designates as acceptable Waste for any Green Waste collection as described by the Council in any newspaper generally circulating in the Municipal District.
GVM	Means the Gross Vehicle Mass of a Vehicle which means the maximum loaded mass of the Vehicle: a. as specified by the Vehicle's manufacturer; or b. as specified by VicRoads if: i. the manufacturer has not specified a maximum loaded mass ii. the manufacturer cannot be identified iii. the Vehicle has been modified to the extent that the manufacturer's specification is no longer appropriate (*as in the Road Safety Act 1986*).

Heavy Vehicle	Means a motor vehicle or trailer that has a GVM greater than 4·5 tonnes, and includes: a. any other Vehicle that is physically connected to the heavy vehicle (even if that other Vehicle is not a heavy vehicle) b. a bus that is used, or intended to be used to carry passengers for reward or in the course of a business.
Incinerator	Means a structure, device or contraption (not enclosed in a building) which is: a. used or intended, adapted or designed to be used or capable of being used for the purpose of burning any matter, material or substance b. not licensed or otherwise subject to control under the provisions of any legislation c. not a Barbeque or a manufactured fireplace for the purpose of outdoor heating or cooking.
Infringement Notice	Means an Infringement Notice issued by the Council or by an Authorised Officer or Delegated Officer under this Local Law with respect to an offence against the Local Law, which is an infringement offence under the *Infringements Act 2006*.
Internal Review Officer	Means an employee of Council authorised to undertake internal reviews of appeals against Infringement Notices or appeals against decisions or actions of an Authorised Officer or Delegated Officer made under this Local Law.
Large and/or Noisy Bird (including a Rooster)	Means, in relation to the keeping of an Animal, any large and/or noisy bird capable of causing a disturbance or discomfort to neighbours particularly by noise, such as a cockatoo, macaw, peacock, large parrot, pheasant, rooster, turkey, goose or other similar sized bird or any other noisy bird regardless of size, but excludes Poultry, a Domestic Bird, a pigeon or other small non-noisy bird.
Licensed Premises	Means premises licensed under legislation to sell or serve alcohol and includes premises which have been granted a BYO permit under legislation.
Liquor	Means a beverage or other prescribed substance intended for human consumption, with an alcoholic content greater than 0.5 per cent by volume at a temperature of 20° Celsius.
Litter Device	Means, in relation to the excrement of an Animal, an apparatus designed for the purpose of removing the excrement of the Animal and wrapped in impermeable material.
Livestock	Means an Animal (including a Domestic Bird, a Large and/or Noisy Bird and Poultry) of any species used in connection with primary production or kept or used for recreational purposes or for the purposes of recreational sport, other than a dog or cat.
Local Law Manual	Means a publication by that name incorporated by reference into this Local Law.
Local Water Authority	Means Barwon Region Water Corporation or its successor.
Long Vehicle	Means a Vehicle that, together with any load or projection, is 7.5 metres long or longer.

Manager	Means a Person appointed by the Council to manage any Municipal Building, Municipal Reserve or other Municipal Place, or any other relevant Authorised Officer or Delegated Officer of the Council.
Motor Bike or other Motorised Recreational Vehicle	Means a motor vehicle, whether registered or unregistered, used for recreational purposes on any land (excluding a Road) and includes, but is not limited to, the following motor vehicles: a. a motor vehicle with two (2) wheels, with or without a sidecar attached that is supported by a third wheel b. a motor vehicle with three (3) wheels that is ridden in the same way as a motor vehicle with two (2) wheels c. any other motorised, recreational vehicle including, but not limited to, mini-bikes, trail bikes, monkey bike, motorised scooters, motorised go-carts and quad bikes; but excludes: a. a motorised wheelchair, or other aid used by a Person with a disability or limited mobility b. a motorised farm vehicle that is being used for farming purposes c. a motorised bicycle with a maximum capacity of 22 watt aggregate power.
Municipal Building	Means any building (and its grounds) owned, occupied, controlled or managed by the Council, which has some or all areas available for public or community access but may also have some or all areas designated for employee or staff only access, and includes aquatic and recreation centres.
Municipal District	Means the area under the local government of the Council
Municipal Place	Means any place within the Municipal District that is owned or occupied by the Council and/or controlled or managed by the Council, which the public may or may not have access to (whether an admittance fee is required or not) but also includes Council Land, a Municipal Reserve, Foreshore Reserve, Municipal Building, recreation centre, Footpath and Road, and any structures, artworks, public decorations or other public displays erected upon or situated at these places including any waterway.
Municipal Reserve	Means any land, water, waterway or water course either owned or vested in, or under the control and management of the Council, and used or set aside as a reserve, whether for outdoor cultural, environmental, recreational or other purposes, including any artworks, public decorations, other public displays and any structures other than a building, erected upon or situated at these places including any waterway, but excludes a Road.
Municipal Stormwater System	Means the drainage system owned, operated or managed by Council which provides for conveyance of stormwater run-off, including kerb and channel, open channels, underground pipe systems, constructed wetlands and natural waterways.
Notice to Comply	Means a Notice to Comply issued by the Council or by an Authorised Officer or Delegated Officer under this Local Law.
Notice of Prohibition from Entry	Means a Notice of Prohibition from Entry issued by the Council or by an Authorised Officer or Delegated Officer under this Local Law having regard to the matters set out in the *Local Law Manual.*

Owner of Livestock	a. a person who is entitled to legal or equitable possession of livestock whether solely or jointly b. a person who has custody of livestock on behalf of a person referred to in paragraph a.
Outdoor Eating Facility	Means a facility set up out of doors on Council Land or on a Road at which food or drinks may be consumed, and includes all associated chattels, items and associated infrastructure used in the operation of the facility.
Penalty Unit	Means a Penalty Unit set out in section 110(2) of the *Sentencing Act* 1991
Permit	Means a Permit issued by the Council under this Local Law.
Permit Holder	Means a Person to whom a Permit has been issued under this Local Law.
Person	Includes an individual and any other legal entity, whether a corporation, incorporated association or otherwise.
Planning Scheme	Means a planning scheme approved under the *Planning and Environment Act* 1987 that operates within the Municipal District.
Poultry	Means any bird such as a fowl, bantam or duck, but excludes a rooster, goose, or turkey. *[See 'Large and/or Noisy Bird (including a Rooster)']*
Procession	Means an organised group of people progressing along a Road or gathering for a ceremony or function and includes a fun run and/or bicycle event.
Recyclables	Means any substances or articles which the Council designates as Recyclables and are described by the Council in any newspaper generally circulating in the Municipal District.
Waste Facility	Means, in relation to Building Works or a Building Site, an enclosed receptacle of solid construction (not plastic bags) capable of retaining builder's waste within a Building Site and preventing removal of the builder's waste by unauthorised persons or by wind or rain.
Road	Has the same meaning as in the 1989 Act but does not include a freeway or an arterial road over which the Council is not the road authority.
Schedule	Means a Schedule to this Local Law.
Sell (Selling)	Means to offer, negotiate, accept or undertake an exchange of goods or services for consideration and includes to barter or exchange, to agree to sell, to offer or display for sale, to have or keep goods in possession for the immediate purpose of sale rather than storage, to use any machine or mechanical device for the purpose, and to direct, cause or attempt any of these things.
Senior Officer	Has the meaning ascribed to it in section 3 of the 1989 Act and includes the Chief Executive Officer.
Service Authority	Means an entity (whether publicly or privately owned) which provides, or intends to provide, water, sewerage, drainage, gas, electricity, telephone, telecommunications or like services under the authority of an Act of Victoria or the Commonwealth and may include an emergency service.
Smoke	smoke, hold or otherwise have control over, an ignited or heated tobacco product; or use an e-cigarette to generate or release an aerosol or vapour.

Smoke Free Area	Means an area of, or in, any Municipal Place, which has been declared by the Council as a “smoke free” or “non-smoking” area and has Smoke Free Area signage erected and maintained.
Sound System	Means a system for producing or amplifying music and other sound and includes a car stereo or radio system.
Spruik	Means attracting custom by public aural appeals to passers-by, with or without sound amplification equipment.
Street Party	Means an organised social gathering of people from one or several adjacent Roads that is held in full or in part on a Road.
Trade Waste	Means any Waste, refuse, slops or other matter arising from or generated by any trade, industry or commercial undertaking.
Traffic	Means the movement of people by foot, or in, or on, a Vehicle along, across or within a Road.
Traffic Control Device	Means a Traffic Control Device, within the meaning of the *Road Safety Road Rules* 2017
Vehicle	Means a conveyance that is designed to be propelled or drawn by any means, whether or not capable of being so propelled or drawn, and includes but not limited to: a. a motor vehicle, trailer or tram; b. a bicycle; c. an air-cushion vehicle, and d. caravan or horse float but excludes a train. However, a reference in this Local Law to a Vehicle: a. also includes a reference to: i. an Animal that is being ridden or is drawing a Vehicle ii. a group of vehicles consisting of a motor vehicle connected to one or more vehicles iii. a Motor Bike Electric Scooter or other Electric Personal Transporter; but b. but excludes a reference to: i. a wheelchair other than a motorised wheelchair capable of a speed of 10 kilometres per hour or more ii. a Wheeled Recreational Device except a bicycle when ridden on a carriageway iii. a Wheeled Toy.
Vehicle Crossing	Means the constructed surface between the road pavement to the property boundary for vehicle access, including any Footpath section, crossing culverts, kerb and channel or layback.

Waste	Means: a. any matter including solid, liquid, gaseous or radio-active matter, that is deposited, discharged, emitted or disposed of into the environment in a manner that alters the environment; b. a greenhouse gas substance emitted or discharged into the environment; c. matter that is discarded, rejected, abandoned, unwanted or surplus, irrespective of any potential use or value; d. matter prescribed to be waste. e. matter or greenhouse gas substance referred to in paragraph (a), (b), (c) or (d) that is intended for, or is undergoing, resource recovery.
Wheeled Recreation Device	Means a wheeled device, built to transport a person, propelled by human power or gravity (or in the case of a scooter, propelled by a person pushing one foot against the ground, or by an electric motor or motors, or by a combination of these), and ordinarily used for recreation or play, and includes rollerblades, rollerskates, a skateboard, a scooter (other than an electric scooter) that is not a motor vehicle, or similar wheeled device.
Wheeled Toy	means a child's pedal car, scooter (other than a motorised scooter) or tricycle or a similar toy, but only when it is being used only by a child who is under 12 years old.

PART 2 – YOUR PROPERTY, ANIMALS AND WASTE COLLECTION

YOUR PROPERTY

10 UNSIGHTLY LAND

An owner or occupier of any land must not cause or allow the land or any structure on the land to be kept in a manner which is unsightly or detrimental to the character of the surrounding neighbourhood in which it is located.

Penalty: 15 Penalty Units

A property can be considered unsightly if it includes one or more of the following:

- haven for vermin
- unconstrained or excessive rubbish
- disused machinery, vehicles or waste material
- accumulated items visible to the public
- excessive vegetation including grass or weeds in excess of 200 mm in height
- graffiti that is visible to the public
- any other thing that gives the impression that the land is neglected or unoccupied

11 DANGEROUS LAND

An owner or occupier of any land must not cause or allow the land to be kept in a manner which is dangerous or likely to cause danger to a Person, life or property, including but not limited to land which is:

a. a potential haven for vermin or any noxious weed;

b. used for the storage of any substance which is dangerous or is likely to cause danger to a Person, life or property due to the excessive amounts or nature of the substance, and having regard to the location, use and zoning of the land.

Penalty: 20 Penalty Units

12 DILAPIDATED BUILDINGS

Run-down, badly maintained or neglected structures can fall into disrepair, reduce neighbouring property values, encourage unauthorised occupation, attract anti-social or criminal behaviour, and reduce community perceptions of amenity and safety. These buildings can also become a haven for vermin. Consequently, the Council requires owners and occupiers to maintain their buildings and structures to avoid these problems.

The owner or the occupier of land on which is located any building or other structure which is unoccupied, unfit for occupation or normal use, or not occupied most of the time:

1. must not permit any structure to become dilapidated or further dilapidated
2. must take all reasonable steps to secure the building and land from unauthorised access, including, if required, secure Fencing, adequate locks and any other security options deemed necessary
3. must take reasonable steps to prevent or remedy the land from being a haven for regular anti-social or unlawful behaviour by unauthorised persons;
4. must not allow any Graffiti to remain on any building, wall, Fence, post or other structure or object erected on that land
5. must take all reasonable steps to remove any vermin inhabiting the building

Penalty: 20 Penalty Units

13 BURNING MATERIALS

Clean air is a part of the amenity of our neighbourhoods and all Persons need to avoid creating Offensive emissions of smoke and odour that may invade neighbouring properties from burning materials in the open.

1. A Person must not burn, or cause, or allow to be burnt, in the open in any part of the Municipal District:
    a. any offensive materials
    b. any materials that may cause offensive emissions of smoke and odour to enter any neighbouring property.

Penalty: 15 Penalty Units

Information on what is an offensive material or an offensive *emission is in the Local Law Manual.*

2. A Person must not, without a Permit, burn outside, or cause, or allow to be burnt outside on any land in the Municipal District, any materials, whether in the open air or in any built or manufactured Incinerator or similar device.

Penalty: 15 Penalty Units

Information about obtaining a Permit is in the Local Law Manual.

3. A Person who has lit or allowed a fire to be lit or remain alight, or has burned or caused or permitted to be burned any materials, contrary to this Clause, must extinguish the fire or burning materials immediately on being directed to do so by an Authorised Officer or Delegated Officer.

Penalty: 20 Penalty Units

4. The following exemptions apply in respect of this Clause:
    a. in respect to Sub-clause 2, use a BBQ, chiminea, properly constructed fireplace or a firepit no larger the 1 metre in diameter, designed primarily for cooking or heating.
    b. council staff members and any Person contracted or authorised by the Council for the purpose may, without a Permit, undertake controlled burning-off as a part of normal reserve maintenance on any Council Land or Road;
    c. Fire Agencies carrying out training or fire hazard reduction activities; and
    d. an Authorised Officer or Delegated Officer may grant exemptions to any part of this Clause in special or unusual circumstances, such as in emergencies, urgent circumstances or natural disasters.

14 FIREWORKS

A Person must not, without a Permit, light or cause or allow to be lit any fireworks on any land.

Penalty: 20 Penalty Units

15 CAMPING ON ANY LAND OTHER THAN COUNCIL LAND OR A ROAD

1. A Person, must not, without a Permit, camp on any land other than Council Land or a Road unless:
    a. the Person is within a licensed caravan park, Camping Area or other area determined to be available for camping purposes by the Council
    b. the Person is the owner or occupier of the land or has the permission of the owner or occupier, and:
        i. camps for a maximum period of 60 days in any six (6) month period, provided that sanitation and laundry facilities of a Dwelling located on the land are available to all persons camping
        ii. camps for a maximum period of 30 days in a 12 month period, in the case of vacant land outside a Built Up Area.

Penalty: 15 Penalty Units

2. The owner of any land must not grant any person permission to camp on such land contrary to sub clause (b).

Also note separate Clause 70, Camping on Council Land or a Road in Part 6: Municipal Places, Reserves, Landfill Sites and Buildings of this Local Law.

16 SHIPPING CONTAINERS

A Person must not, without a permit:

1. keep, store, repair or in any other manner use any shipping container upon any Council Land or a Road
2. allow any shipping container upon any land other than Council Land or a Road in a built up area.

Penalty: 15 Penalty Units

3. Sub-clause 1 does not apply to the Council or any person employed, contracted or authorised by the Council for the purpose.

17 INSTALLED INTRUDER ALARMS

An owner or occupier of land must not install, allow to be installed, or cause to be retained and active on the land or on any motor vehicle on the land, any form of intruder alarm which emits a noise audible beyond the boundary of the land unless:

1. there are legibly and prominently displayed close to the front door of the premises on the land the name and telephone number of a person who can be contacted in the event of that intruder alarm being activated; and
2. whenever a detection device is activated:
    a. the alarm is automatically rendered inaudible beyond the boundary of the land within 10 minutes of being activated;
    b. the alarm cannot reactivate following the operation of that single detection device until the alarm condition has been manually reset
    c. the alarm is automatically rendered inaudible beyond the boundary of the land within a further period of 5 minutes if a different detection device is activated following the first cessation of the alarm.

Penalty: 15 Penalty Units

18 ADDRESS NUMBERS

1. The Council or an Authorised Officer or Delegated Officer may allocate an address number to any Allotment in the Municipal District and, from time to time, may make changes to any address number.
2. The owner or occupier of an occupied Allotment that has been allocated an address number under Sub-clause 1 must mark or re-mark the Allotment with the current number allocated and that number must be:
    a. of such form and durable material
    b. of sufficient size
    c. in such a position
    d. kept in such state of repair
    e. kept clear of vegetation and other obstructions

    so as to be clearly visible and readable under all normal lighting conditions from the road on which the Allotment has its frontage.

Penalty: 10 Penalty Units

19 TREES, PLANTS, SIGNS AND STRUCTURES NOT TO OBSTRUCT OR OBSCURE

The owner or occupier of any land must not allow any vegetation growing on the land or any sign, structure or other thing located on the land:

1. to obstruct or interfere with:
    a. the passage of Traffic on a Road
    b. any driver or pedestrian's clear view of any other Vehicle, pedestrian or Traffic Control Device
    c. the view between motor vehicles, trains and level crossing signals or warnings
    d. street lighting or any traffic control device
2. to constitute a danger to Vehicles or pedestrians or compromise the safe or convenient use of an abutting Road
3. to overhang or protrude past the property boundary onto any Footpath or nature strip at a height lower than 2.4 metres from the surface of the Footpath or nature strip
4. to overhang 3.6 metres over a Road, carriageway, street or lane
5. to accumulate dropped berries, leaves or other materials on a Footpath so as to cause obstruction or danger to any pedestrian.

Penalty: 15 Penalty Units

YOUR ANIMALS

20 KEEPING ANIMALS

1. An owner or occupier of any land must not, without a Permit:

   a. keep or allow to be kept more than 6 different types of any Animal on any one parcel of land of 2 hectares or less at any time

   b. must not keep or allow to be kept any more in number, for each type of Animal, than is set out in the Table of Animal Types and Numbers in this Clause.

Penalty: 10 Penalty Units

Table of Animal Types and Numbers			
Type Of Animal	**In Flats, Units or Townhouses**	**On land less than 0.4 ha in a built up area #**	**On land between 0.4 ha and 2 ha # * ++**
Dogs (Small = adult dog up to 10 kg)	2 small or 1 large	2	4
Cats	2	2	4
Poultry (excluding Roosters)	0	12	24
Large and/or Noisy Birds (including Roosters)	Not allowed	Not allowed	5
Pigeons	0	12 Pairs	20 Pairs
Domestic Birds (caged, excluding Large and/or Noisy Birds)	6	30	No Limit
Domestic Rabbits, Guinea Pigs and Mice	2	4	No Limit
Horses and donkeys *	Not allowed	Not allowed	2 *
Cattle *	Not allowed	Not allowed	2 *
Sheep, goats and alpacas *	Not allowed	0	6 *
Pigs *	Not allowed	Not allowed	2 *
Any other Livestock *	Not allowed	0	2 *
* Maximum total number of all livestock	Not allowed	0	8 *

0.4 hectares = 4000 sqm 2 hectares = 20,000 sqm

* Animal numbers on any private property or land exceeding 2 ha are subject to restrictions applicable under the Planning Scheme.

++ Land between 0.4 and 2 ha in rural areas may be permitted to pursue animal husbandry activities under the Planning Scheme. It is recommended enquiries be made of the Council's Planning Department.

Not allowed – unable to apply for a permit

2. The holder of any permit issued under any State or Commonwealth legislation for the keeping of any exotic, wild, dangerous, or large Animals not listed in Sub-clause 1 must notify Council of the keeping of the animal.
3. For the purpose of calculating the numbers of any Animal kept under Sub-clause 1, the offspring of any Animal lawfully kept will be counted from 12 weeks after its birth.
4. A person must not feed a dog or cat which they do not own unless:
    a. the owner of the dog or cat provides consent
    b. The dog or cat has been legally trapped
    c. The dog or cat is in need of emergency care and the Person is unable to locate the owner.

21 ANIMAL ACCOMMODATION

1. An owner or occupier of land, must ensure that any Animals and birds, except dogs and cats, kept on that land are:
    a. kept in a secure shelter, structure or Fenced area
    b. confined to the land unless they are under the effective control of a Person.

Penalty: 10 Penalty Units

2. An owner or occupier of land which is less than 0.4 hectares (4000 sqm) in a Built Up Area, or on other land between 0.4 and 2 hectares (20,000 sqm), must ensure that any animal shelters or structures on that land are maintained to the satisfaction of an Authorised Officer or Delegated Officer.

Penalty: 10 Penalty Units

Note that confinement and control of dogs and cats is regulated under the *Domestic Animals Act 1994 and may include additional Council Orders made under that Act.*

22 NOISE AND SMELL FROM ANIMALS

1. An occupier of any land on which any Animal is kept must not allow any noise, smell or discharge to emanate from the Animal or animal accommodation which is offensive to, or interferes with, the reasonable comfort or convenience of persons who occupy adjacent or nearby land.

Penalty: 10 Penalty Units

23 ANIMAL EXCREMENT

1. A Person in charge of any Animal must not allow any part of the excrement of the Animal to remain on any Road or Council Land.

Penalty: 10 Penalty Units

2. A Person in charge of any Animal on any Road or Council Land must carry a Litter Device suitable to clean up any excrement left by the Animal and must produce a Litter Device upon request by any Authorised Officer or Delegated Officer.

Penalty: 10 Penalty Units

3. Exemption: Livestock outside a Built Up Area is exempt from Sub-clause 2.

24 ADEQUATE FENCING

The escape of any Animal can easily result in a serious accident or life-threatening tragedy. Consequently, owners and occupiers of land have an important responsibility to ensure the safety of the community, of Road users and of all the Animals they keep by containing all of their Animals (including Livestock) on their property with adequate Fencing. Offences and penalties relating specifically to the confinement of Livestock are dealt with under the Impounding of Livestock Act 1994 (Vic).

1. Where any Animal is kept on any land, the owner or the occupier of the land must ensure that the land is fenced in a way that will prevent the Animal from escaping from the land.

Penalty for first offence (except relating to Livestock): 10 Penalty Units

Penalty for second and subsequent offence (except relating to Livestock): 15 Penalty Units

2. No offence is committed under this clause where it can be shown that extreme or unusual circumstances beyond the control of the owner or the occupier, such as wildfire, flood or dog attack, directly resulted in the escape of the Animal through otherwise adequate Fencing.

See also Part 3 – Vehicles, Roads, and Stock Movements Vehicles – Clause 38 Livestock on Roads.

25 INDIVIDUAL ANIMAL PERMIT

1. A person must not, without a Permit, keep or allow to be kept any dog (not being a declared menacing or dangerous dog or restricted breed dog) that:

   a. has offended under the Domestic Animals Act 1994, as amended from time to time, for dog rush or an attack

Penalty for First Offence: 10 Penalty Units

   b. An Authorised Officer or a Delegated Officer may assess an application and may decide that, based on the special circumstances of the matter, a Permit under sub-clause 25(1) is not required, or is no longer required.

YOUR WASTE COLLECTION

26 WASTE, RECYCLABLES AND GREEN WASTE COLLECTIONS

1. The occupier of every Dwelling or other land to which the Council provides a Waste collection service (including Recyclables and Green Waste collections) must:

    a. use only Council-provided mobile bins or other Council-approved bins in connection with the waste collection service, which bins remain the property of Council

    b. deposit garbage only in the mobile garbage bin, Recyclables only in the mobile recycling bin and Green Waste only in the mobile Green Waste bin

    c. not place any Contaminated Material in a mobile bin

    d. not cause contamination of mobile bins by depositing items or material in the bins other than garbage in the designated bin

    e. if directed by the Council to remove Contaminated Material from any mobile bin, comply with that direction

    f. if directed by the Council to dispose of all contents of a mobile bin containing Contaminated Material, comply with that direction

    g. only leave the mobile bins out for collection on days designated by the Council from time to time as collection days, or such other days as may be directed by an Authorised Officer or Delegated Officer

    h. not leave any mobile bin out for collection more than one day before or one day after a designated collection day

    i. place all mobile bins:

        i. adjacent to the kerb outside the front of the premises, at least half a metre clear of any fixed object or adjacent bin and, as far as practicable, free of any other obstruction to collection

        ii. at an alternative collection point as approved or designated by an Authorised Officer or Delegated Officer

    j. place all mobile bins out for collection in a manner specified in any written advice made available to the occupier by the Council

    k. ensure that any mobile bin (including contents) placed out for collection does not exceed 70 kilograms

    l. maintain all mobile bins in a clean and sanitary condition

    m. ensure that the area where the mobile bins are kept on the premises is kept clean and in a sanitary condition

    n. ensure so far as is reasonably practicable that the lid of any mobile bin is closed, except when being accessed

    o. not cause damage to or tamper with any mobile bins

    p. ensure that each mobile bin is not overfilled thereby preventing the lid from being adequately closed down

    q. not place out for collection any material immediately adjacent to the mobile bin

    r. ensure that no mobile bin is removed from the premises except for collection of material in accordance with this Local Law

    s. not use and store on the property any Council provided mobile bin that is not registered to that property.

Penalty: 10 Penalty Units

2. Council-provided mobile bins or other Council-approved bins remain the property of the Council and may be:
    a. replaced or exchanged in whole or part
    b. replaced or exchanged with bins of a different designated Waste type.
3. An occupier or owner of any Dwelling or other land to which the Council provides a Waste collection service (including Recyclables and Green Waste collections) must not after receiving one initial written warning place any Contaminated Material in a Council-provided mobile bin or other Council-approved bin.

Penalty for First Offence: 5 Penalty Units

Penalty for Second Offence: 10 Penalty Units

Penalty for Third and Subsequent Offences: 20 Penalty Units

27 HARD WASTE

The occupier of every premises to which a hard Waste collection service is provided by the Council may place out for collection any hard Waste, and must do so in a manner set out in a notice published by the Council's websites or as specified in any written advice provided to the occupier by the Council.

Penalty: 10 Penalty Units

28 INTERFERENCE WITH WASTE, RECYCLABLES, GREEN WASTE OR HARD WASTE

A Person must not remove, add to or interfere with any hard Waste or designated mobile bin left out by any other Person on a Road or on Council Land for collection by the Council, unless employed, authorised or contracted by the Council for the purpose, or with the consent of the Person who occupies the premises to which the mobile bin is allocated.

Penalty: 10 Penalty Units

Clauses related to the Council's landfill sites, recycling and Waste transfer facilities and resource recovery centres can be found in Part 6: Municipal Places, Reserves, Landfill Sites and Buildings of this Local Law.

PART 3 – VEHICLES, ACTIVITIES ON ROADS AND STOCK MOVEMENTS

29 MOTOR BIKES AND MOTORISED RECREATIONAL VEHICLES

1. A Person must not on any part of any Council Land excluding a Road, without a Permit:

   a. drive, ride on or otherwise use

   b. permit a person under their care or control to drive ride on or otherwise use

   a Motor Bike or other Motorised Recreational Vehicle, unless the part of the Council Land has been designated for that purpose.

Penalty: 15 Penalty Units

2. A Person must not, without a Permit:

   a. drive, ride on or otherwise use any Motor Bike or other Motorised Recreational Vehicle in a Built Up Area on any land other than Council Land or a Road, except for the purpose of directly accessing or leaving that land

Penalty: 15 Penalty Units

   b. drive, ride on or otherwise use any Motor Bike or other Motorised Recreational Vehicle outside a Built Up Area:

      i. for no more than two motorised recreational vehicles at any one time

      ii. for no more than two hours per day in total

      iii. only between 10.00 am and 6.00 pm.

Penalty: 15 Penalty Units

   c. as the owner or occupier of any land, allow a Person to drive, ride on or otherwise use any Motor Bike or other Motorised Recreational Vehicle in contravention of this clause;

Penalty: 15 Penalty Units

   d. These requirements do not apply to the use of a Motor Bike or Motorised Recreational Vehicles whilst undertaking farming activities and primary production on land zoned Rural or Farming.

3. this clause does not apply while undertaking farming activities and primary production on land zoned rural or farming under the planning scheme.

30 VEHICLE SOUND SYSTEMS

The noise from Sound Systems of motor vehicles, and noise emitted from Roads and other Municipal Places can unfairly interfere with the reasonable comfort of people occupying abutting premises.

1. A person must not cause the Sound System of a motor vehicle to be used so as to emit noise that is offensive or causes undue disturbance.

Penalty: 10 Penalty Units

2. A driver of a motor vehicle must not drive or use the motor vehicle on a Road if the Sound System of that motor vehicle emits noise that is offensive or causes undue disturbance.

Penalty: 10 Penalty Units

3. A person on a Road or other Municipal Place must not emit, or cause to be emitted, a level of noise as to materially interfere with the reasonable comfort of any person occupying premises abutting the Road or other Municipal Place.

Penalty: 10 Penalty Units

31 REPAIR AND DISPLAY FOR SALE OF VEHICLES ON ROADS

1. A Person must not dismantle, paint, service, carry out maintenance on, repair or dismantle a Vehicle on a Road, or on Council Land, or allow or authorise another Person to do so, except in an emergency breakdown for the purpose of removing it.

Penalty: 15 Penalty Units

2. A Person must not display a Vehicle for sale on a Road or on Council Land.

Penalty: 15 Penalty Units

32 DERELICT VEHICLES

1. A Person must not leave any derelict Vehicle on any Road, Council Land or Municipal Place, whether temporarily or permanently.

Penalty: 15 Penalty Units

2. Any Vehicle found on any Road or Council Land or Municipal Place and considered by an Authorised Officer or Delegated Officer to be a derelict Vehicle, may be dealt with in accordance with the 1989 Act.

33 VEHICLES – STORING

1. A Person must not, without a Permit, keep or store or allow to be kept, stored any;

   a. Heavy Vehicle or Long Vehicle on any land other than council land less than 5000sqm in a Built Up Area; or

   b. Heavy Vehicle or Long Vehicle on any other land less than 5 hectares (50,000sqm) for three or more Heavy Vehicles or Long Vehicles.

Penalty: 10 Penalty Units

34 WASTE RECEPTACLES PLACED ON ROADS OR COUNCIL LAND

1. A Person must not, unless in accordance with this Local Law or with a Permit, place or cause to be placed on any Road or Council Land:

   a. any mobile waste bin, Council approved waste bin, Trade Waste hopper, builder's waste Facility, skip bin, Bulk Waste Container or other Waste container

   b. any Waste materials of any nature

   c. if the Person is a the permit holder, they must ensure that all items within a 2 metre radius of the bin are removed and placed in the bin and that the same area is kept in a clean and tidy state

   d. An exemption applies to a Person acting contrary to this Clause where the Person is:

      i. employed by the Council and is acting in the course of their duty

      ii. contracted to Council for the purpose.

Penalty: 15 Penalty Units

35 PUBLIC WASTE BINS

Proper use of public waste bins prevents litter, increases recycling and protects our environment. Business operators have an obligation to make private arrangements for disposal of all Trade Waste.

1. The owner or occupier of premises must not deposit any garbage or Recyclables or Green Waste or any other Waste material of any kind which has been generated in or from that premises in a public waste bin.

Penalty: 10 Penalty Units

2. A Person must not deposit into a public waste bin any trade waste, uncooked meat, uncooked fish heads or entrails or material prohibited by resolution of Council other than in a public waste bin designated for such Waste.

Penalty: 10 Penalty Units

3. A Person may only place animal excreta in a public waste bin if it is wrapped in impermeable material.

Penalty: 10 Penalty Units

36 SHOPPING TROLLEYS

1. A Person must not leave a shopping trolley on:
   a. a Road
   b. Council Land except in an area designated by the Council for the leaving of shopping trolleys
   c. any vacant land.

Penalty: 10 Penalty Units

2. The owner of any shopping trolley made available to members of the public must ensure that the shopping trolley legibly identifies their name and trading address.

Penalty: 10 Penalty Units

3. The owner of any shopping trolley made available to members of the public must ensure that any shopping trolley left in any place other than the owner's shopping trolley storage area is collected and returned to that storage area within 24 hours of being notified.

Penalty: 10 Penalty Units

37 FESTIVALS, PROCESSIONS AND PUBLIC ADDRESS SYSTEMS ON ROADS

1. A Person must not, without a Permit:
   a. hold a Street Party, or Procession or activity on a Road

Penalty: 15 Penalty Units

or

   b. use a megaphone or similar audible public address system on a Road or Council Land.

Penalty: 15 Penalty Units

2. Political or industrial marches are exempt under this Clause, provided Victoria Police is informed prior to the march.

38 LIVESTOCK ON ROADS

Victorian Road Rules control stock crossings. However, some farmers need to make short regular movements of livestock along public roads. While this is essential for the efficient operation of many farms, it also creates a considerable risk for the public, for the animals and for Council's assets. To help minimise these risks, the Council imposes requirements on persons undertaking the movement of livestock on a Road.

1. A Person must not move Livestock on a Road unless the Person complies with the Council's Local Law Manual.

Penalty: 10 Penalty Units

2. A Person must not, without a Permit, undertake the Grazing of Livestock or the Droving of Livestock on a Road or Council Land.

Penalty: 20 Penalty Units

PART 4 – BUSINESS AND BUILDERS

BUSINESS

39 DISPLAYING GOODS FOR SALE ON A ROAD OR COUNCIL LAND

1. A Person must not, without a Permit, place or display any goods for sale or samples of goods for sale or cause or allow another Person under his or her control to do so on any part of a Road or Council Land.

Penalty: 20 Penalty Units

2. A Person who has placed, permitted to be placed, displayed or permitted to be displayed goods or an Advertising Sign on a Road or Council Land, with or without a Permit, must move or remove them if directed to do so by an Authorised Officer or Delegated Officer.

Penalty: 20 Penalty Units

3. Any goods left or displayed on any part of a Road or Council Land contrary to this Clause or displayed in contravention of any conditions of a Permit may be removed by an Authorised Officer or a Delegated Officer and impounded.

40 ROADSIDE TRADING

1. A Person must not, without a Permit, sell or offer for sale any goods or samples of goods, services, or cause or allow another Person under their control to do so on any part of a Road or Council Land.

Penalty: 20 Penalty Units

2. A Person who with or without a permit is selling or offering for sale any goods or services on a Road or Council Land, must move or remove them if directed to do so by an Authorised Officer or Delegated Officer.

Penalty: 20 Penalty Units

3. A Person must not, without a Permit, erect or place on any Road or Council Land any Vehicle, caravan, trailer, table, stall, tent, or other structure for the purposes of Selling or offering for sale any goods (including any Vehicle) or services.

4. Any goods left or displayed on any part of a Road or Council Land contrary to this Clause or displayed in contravention of any conditions of a Permit may be removed by an Authorised Officer or a Delegated Officer and impounded.

Penalty: 15 Penalty Units

5. Where a person trades contrary to the permit conditions or after a direction to desist or move by an Authorised Officer or Delegated Officer including a reasonable time to comply with that direction, any goods and associated equipment used by that Person may be removed from the site by an Authorised Officer or a Delegated Officer and impounded.

41 SPRUIKING, BUSKING AND PAVEMENT ART

1. A person must not, without a Permit, Spruik for commercial gain on any Road or Municipal Place or from any private property use any sound amplification equipment to Spruik onto any Road or Municipal Place.

Penalty: 10 Penalty Units

2. A person must not, without a Permit, Busk on any Road or Municipal Place or use any sound amplification equipment for the purpose of public entertainment or performance.

Penalty: 10 Penalty Units

3. A person must not, without a Permit, paint or draw on any Road or Council Land or property for the purpose of public entertainment, performance or the collection of money.

Penalty: 10 Penalty Units

42 ERECTING OR PLACING OF ADVERTISING SIGNS

1. A Person must not, except in accordance with a Permit, erect or place an Advertising Sign on or over any part of a Road or Council Land, or cause or in any way authorise another Person to do so.

Penalty: 20 Penalty Units

2. A Person must not, except in accordance with a Permit, leave standing on any Road or Council Land any vehicle which contains any Advertising Sign, other than a sign which has been painted, etched, stuck to or magnetically transferred onto the unmodified original body of the vehicle.

Penalty: 20 Penalty Units

3. A Person who has erected or placed an Advertising Sign on a Road or Council Land or on a vehicle left parked on a Road or Council Land, with or without a Permit, must move or remove the Advertising Sign if directed to do so by an Authorised Officer or Delegated Officer.

Penalty: 20 Penalty Units

4. Any signage subject to a Planning Scheme permit is exempt from this Clause.

43 USE OF COUNCIL LAND OR A ROAD FOR OUTDOOR EATING FACILITIES

1. A Person must not, without a Permit, use a Footpath or any part of a Road or any Council Land for the purposes of an Outdoor Eating Facility.

Penalty: 20 Penalty Units

2. Any tables, chairs, umbrellas, or other equipment or infrastructure in an Outdoor Eating Facility used in contravention of this Local Law or of any conditions of a Permit may be removed by an Authorised Officer or a Delegated Officer and impounded.

44 REMOVING OR ALTERING THE OUTDOOR EATING FACILITY

1. A Permit Holder must remove or alter the Outdoor Eating Facility to which the Permit relates when requested to do so for the purposes of public safety by an Authorised Officer or a Delegated Officer or a member of the Victoria Police or an emergency service.

Penalty: 20 Penalty Units

45 COLLECTIONS, GIFTS AND DISTRUBTIONS

Community hospitality and generosity to charitable organisations are a valued quality of our community, but this must be balanced against the right of every person not to be excessively imposed upon in their homes, streets or vehicles by charitable collectors, commercial traders or other organisations.

1. A Person must not, without a Permit, from house to house:
    a. solicit or collect any gifts of money, subscriptions or waste materials
    b. distribute any handbills, information brochures or books
    c. Sell or offer goods or services for sale
    d. or cause or authorise another Person to do so.

Penalty: 15 Penalty Units

2. A Person must not, without a Permit, from a Road or any Council Land:
    a. solicit or collect any gifts of money, subscriptions or waste materials
    b. distribute any handbills, information brochures, books, pamphlets, place cards, notices, advertisements, goods, gifts or samples,

    or cause or authorise another Person to do so.

Penalty: 10 Penalty Units

3. The following exemptions apply:
    a. Sub-clause 1 does not apply to:
        i. the hand delivering to street-side letterboxes of any printed matter, except only where a ‘no junk mail’ sign is on the letterbox;
        ii. the home delivery of newspapers, magazines or goods purchased at another location;
        iii. goods delivered at the request of the occupier of the house.
        iv. the sale of fundraising products by Persons authorised to act for on behalf of a fundraising committee by an educational, cultural or recreational organisation that has been located within the Municipal District for a period of 2 years or more.
    b. Sub-clauses 1 and 2 do not apply to:
        i. any political activity
        ii. the distribution of printed electoral material
        iii. the collection of signatures for a petition
        iv. any activity which is exempt under any other Act or Regulation
        v. any person authorised, employed or contracted by the Council for the purpose.

Note: Clauses relating to the trading of goods or services on a Road or Council Land are found under Part 4 – Business and Builders: Clause 39.

BUILDERS

(While the Clauses in this section (entitled 'Builders') particularly apply to building and development works, owners, builders and contractors are recommended to look at other Clauses protecting Council assets, including but not limited to, Part 3 – Vehicles, Activities on Roads and Stock Movements, and Part 6 - Municipal Places, Reserves, Landfill Sites and Buildings).

46 ASSET PROTECTION – DRAINAGE TAPPING

1. A Person must not, without a Permit, for any purpose, enter, destroy, damage, tap into or interfere with any drain, including the opening of any Road or Council Land, where any part of the drain or the Road or Land is under the control of the Council.

Penalty: 20 Penalty Units

2. A person must not deposit, or allow to be deposited, into any drain vested in the Council any Waste material other than stormwater.

Penalty: 20 Penalty Units

3. A person granted an Asset Protection Permit under this Clause, may be required to provide a security bond or guarantee under the same security bond conditions as if the Asset Protection Permit was granted under Clause 48.

Note Clause 48 security bond conditions apply to an Asset Protection Permit issued under this Clause and to any other Asset Protection Permit issued by Council.

47 ASSET PROTECTION – OCCUPYING OR OPENING A ROAD OR COUNCIL LAND

1. A Person must not, without a Permit or other authority granted by Council, occupy or open any Road or Council Land.

Penalty: 20 Penalty Units

2. For the purposes of occupying or opening a Road or Council Land, a Permit or other authority is required for, but is not limited to, the following activities:

   a. occupying or Fencing off part of a Road or Council Land

   b. blocking any Road with a Vehicle or any other machinery or temporary structure

   c. removing or planting vegetation or a tree on Council land other than grass on a naturestrip

   d. erecting a hoarding, scaffolding or overhead protective awning on or over a Road or Council Land

   e. using a mobile crane or travel tower to carry out Building Work on or over a Road or Council Land

   f. service connections including stormwater, water, sewer, power, telecommunications, gas connections and any other service

   g. making or fill a hole or excavation in any Road or Council Land

   h. removing, or interfering with a temporary traffic control devices, barrier or other structure erected to protect pedestrians or regulate Traffic on a Road

   i. ploughing or cultivating for firebreaks or cropping on any part of a Road or Council Land

   j. any other activity involving the occupying or opening of a Road or Council Land or the tapping into of a Council drain on any Road or Council Land.

3. A Person to whom an Asset Protection Permit is issued under this Clause may be required to provide a security bond or guarantee under the same security bond conditions as if the Asset Protection Permit was granted under Clause 48.

4. An exemption applies to a Person acting contrary to this Clause where the Person is:
    a. employed by the Council and is acting in the course of their duty; or
    b. contracted to Council for the purpose; or
    c. acting in accordance with a Permit issued for the cultivation of a nature strip garden;
5. An Authorised Officer or Delegated Officer may, in connection with a proposal to occupy or open any Road or Council Land, require a traffic management plan and or a Waste management plan be provided to the Council adequately addressing any parking or Traffic or Waste management issues.

48 ASSET PROTECTION PERMIT – BUILDING WORKS

In relation to any Building Work on any land, the Council's objectives are to secure community safety, protect public assets, enhance neighbourhood amenity and simultaneously provide support for appropriate building development and investment.

1. The:
    a. Owner of any land as an owner builder
    b. builder engaged to carry out Building Work on land
    c. appointed agent; must
        i. obtain an Asset Protection Permit before carrying out any Building Work, or allowing the Building Work to be carried out on that land
        ii. not carry out or allow to be carried out any Building Work on that land unless an Asset Protection Permit has been obtained
        iii. comply with the conditions of any Asset Protection Permit issued by the Council.
        iv. Where building works involves demolition the demolition contractor must: obtain an Asset Protection Permit before carrying out any demolition work;
        v. not carry out or allow to be carried out any demolition work on that land unless an Asset Protection Permit has been obtained; and
        vi. comply with the conditions of any Asset Protection Permit issued by the Council.

Penalty: 20 Penalty Units

2. On the payment of an application fee (or the fee due having been made subject to an approved payment system), the Council may issue an Asset Protection Permit in respect of any land where Building Work is to be carried out.
3. An Asset Protection Permit may allow a Person to enter land from a Road other than by a permanently constructed Vehicle Crossing whether or not public assets or infrastructure are likely to be damaged.
4. An Asset Protection Permit may be subject to such conditions as the Council determines, including but not limited to conditions:
    a. requiring protection works to be done;
    b. requiring the payment of a security bond;
    c. requiring that any or all public assets or infrastructure damage be cleaned, repaired, replaced or re-instated within a specified time and to the satisfaction of the Council; and
    d. requiring a temporary Vehicle Crossing to be installed to the Council's specification before commencement of any Building Work or delivery of any equipment or materials to the land.
5. The amount of any security bond required under any Asset Protection Permit must be proportionate to the likely costs of repairing any potential damage to any existing Council Land, Road (including carriageway), channel, drain, Vehicle Crossing or other public asset arising from the works the subject of the Permit. The matters to be considered by Council or an Authorised Officer or a Delegated Officer regarding payment of a security bond or

other security are referred to in the Local Law Manual.

6. When the Council receives notice of the completion of the works the subject of the Permit, the land may be inspected by the Council and the amount of the security bond:

    a. may be retained by the Council to the proportion necessary to offset the costs of carrying out any works to rectify any damage, provided the person who lodged the bond is first notified of the damage and declines or fails within 30 days to make good the damage at their own expense to the Council's satisfaction

    b. must be refunded to the person who lodged it upon the Council's satisfaction that no damage has been caused, or that any damage caused has been repaired by, or on behalf of, that person to the Council's satisfaction, or when, after 30 days of receiving notice of completion of the works, the Council has not notified the Person who lodged the bond of any damage requiring repair.

7. The person who lodged the bond must supplement the bond by a further payment equal to the difference between the cost of carrying out any works and the amount of the bond, if the Council is satisfied that the amount of the bond is insufficient to meet such cost and it makes a demand for such payment in writing.

Penalty: 20 Penalty Units

8. Where the Council so determines, it may agree to accept an alternative form of security to a security bond.

9. A person who is not one of the persons described in Sub-clause 1 must not:

    a. carry out Building Work on land unless, in respect of the Building Work, an Asset Protection Permit has been obtained; or

    b. deliver to a Building Site any equipment or materials unless an Asset Protection Permit has, in respect of the Building Work being carried out on the land, been obtained.

Penalty: 10 Penalty Units

49 ASSET PROTECTION – BUILDING WORK – POWER OF ENTRY

1. An Authorised Officer or Delegated Officer may at any reasonable time enter and inspect a Building Site for the purpose of ensuring compliance with any provision of, or a Permit issued under, this Local Law, subject to complying with OHS obligations and any Council policies relevant to such entry.

50 BUILDING WORK – FENCING, RUN-OFF, REFUSE, EMISSIONS

1. Where any Building Work is being carried out on any land, the:

    i. owner of the land as an owner builder; or

    ii. builder engaged to carry out Building Work on the land; or

    iii. appointed agent; or

    iv. demolition contractor in the case of Building Work which involves demolition,

must ensure that:

    a. prior to the commencement of any Building Work on the land, the land is secured with permanent or temporary welded wire mesh Fencing or fencing of similar construction which is no less than 1.5 metres high

Penalty: 20 Penalty Units

2. the Building Site is developed and managed to prevent the risks of stormwater pollution, through the contamination of run-off by chemicals, sediments, animal wastes or gross pollutants in accordance with currently accepted best practice, by adopting measures to:

    a. prevent the depositing of mud, dirt, sand, soil or stones on the abutting Roads or washed into the Municipal Stormwater System

    b. prevent building clean-up, wash-down, Green Waste or other Wastes being discharged offsite to enter the Municipal Stormwater System

Penalty: 20 Penalty Units

3. all builder's waste within the building site is contained in a covered waste Facility;

Penalty: 15 Penalty Units

4. all builder's materials, tools and equipment must be contained securely within the site unless a person has a permit;

Penalty: 15 Penalty Units

5. no builder's waste is deposited in or over any part of the Municipal Stormwater System;

Penalty: 15 Penalty Units

6. all builder's waste, whether or not in any Waste Facility, is removed within seven (7) days of completion of the Building Work or the issue of an occupancy permit, whichever occurs last;

Penalty: 15 Penalty Units

7. no soil, earth or clay is deposited onto any Road from any Vehicle used on a Building Site or a site of excavation or filling of any land;

Penalty: 15 Penalty Units

8. all work on a Building Site is carried out so as not to emit excessive or Offensive dust into the air or onto land proximate to the land on which the Building Work is carried out.

Penalty: 15 Penalty Units.

51 BUILDING WORK – ACCESS, STORAGE, AND HOURS OF WORK

1. In this section, the:

   i. owner of any land as an owner builder on which Building Work is being or is to be carried out

   ii. builder engaged to carry out Building Work on land

   iii. appointed agent

   iv. driver of any Vehicle involved in placing or removing a Refuse Facility on the land

   v. demolition contractor in the case of Building Work involving demolition

whichever is applicable in respect of the Building Work, must ensure that:

   a. entry to the land takes place only across a temporary Vehicle Crossing unless otherwise permitted by the Council

Penalty: 20 Penalty Units

   b. no materials are deposited on any part of a Road or Council Land without the approval of the Council

Penalty: 15 Penalty Units

   c. unless otherwise stated in the Asset Protection Permit, the hours of Building Work activity on a site other than a residential building site shall be between 7.00 am and 6.00 pm on Monday to Friday, and 9.00 am and 6.00 pm on Saturdays, Sundays and public holidays, and that no Building Works occurs outside these hours.

   d. unless otherwise stated in a Permit, the hours of building work activity on a residential building site, shall be between the hours of 7.00 am and 6.00 pm Monday to Friday and 9.00 am and 1.00 pm on Saturday, Sunday and Public Holidays. Building work activity may be carried out between 1.00 pm and 8.00 pm as long as the activity does not involve the use of power tools, machinery or hammering.

Penalty: 20 Penalty Units.

52 VEHICLE CROSSINGS – CONSTRUCTING

1. A Person must not, without a Permit, construct, install, remove, relocate or alter a Vehicle Crossing, whether temporarily or permanently.

Penalty: 20 Penalty Units

2. Each owner and occupier of land must not, without a Permit:

   a. construct or allow to be constructed, or

   b. use or allow to be used

   c. a second or subsequent Vehicle Crossing to service the land.

Penalty: 20 Penalty Units

Guidelines for determining whether and on what conditions to issue a Permit for a Vehicle Crossing are the same as those for Clause 47 Asset Protection – Occupying or Opening a Road.

53 VEHICLE CROSSINGS – POWER TO DIRECT WORKS

1. Council or an Authorised Officer or Delegated Officer may direct the owner or occupier of any land adjacent to the vehicle crossing at their cost:

   a. to construct a temporary or permanent Vehicle Crossing

   b. to remove an unauthorised Vehicle Crossing, and reinstate any kerb, channel, Footpath or other areas to the satisfaction of the Authorised Officer.

2. Each owner or occupier of land to whom a direction has been given under this clause must comply with that direction by applying for a Permit to do the thing which is directed.

Penalty: 20 Penalty Units

PART 5 – ALCOHOL AND SMOKING

54 POSSESSION AND CONSUMPTION OF LIQUOR ON ROADS

1. A Person must not, without a Permit, at any time on a Road:
   a. consume any Liquor, or
   b. have in their possession or control any Liquor other than Liquor in a container with an unbroken seal.

Penalty: 15 Penalty Units

Note also Clause 56 'Sale and Consumption of Liquor on Roads adjoining Licensed Premises' authorising the issue of a Permit to Licensed Premises to extend their liquor licence onto a Footpath.

55 POSSESSION & CONSUMPTION OF LIQUOR AFTER SUNSET IN MUNICIPAL PLACES OTHER THAN ROADS

1. A Person must not, without a Permit, between sunset and sunrise, in any Municipal Place other than a Road, or in any motor vehicle within any Municipal Place other than a Road:
   a. consume any Liquor, or
   b. have in their possession or control any Liquor other than Liquor in a container with an unbroken seal.

Penalty: 15 Penalty Units

2. If requested by a member of Victoria Police or an Authorised Officer or Delegated Officer, a Person must not, without a Permit, between sunrise and sunset in any Municipal Place other than a Road, or in any motor vehicle within any Municipal Place other than a Road:
   a. consume or continue to consume any Liquor; or
   b. have in their possession or control any Liquor other than Liquor in a container with an unbroken seal

Penalty: 15 Penalty Units

56 SALE AND CONSUMPTION OF LIQUOR ON ROADS ADJOINING LICENSED PREMISES

1. A Person must not, without a Permit, use a Footpath, other part of a Road, or any Council Land adjoining a Licensed Premises to sell or consume liquor.

Penalty: 20 Penalty Units

57 EXEMPTIONS TO LIQUOR CONTROLS

1. Any Person acting in accordance with a licence issued for the sale and supply of Liquor under the *Liquor Control Reform Act 1998* or other Act is exempt from Clauses 54, 55 and 56.

58 ALCOHOL FREE AREAS

1. The Council may, by resolution, declare in part or whole, any Municipal Place, any Road, Foreshore Reserve or any Council Land within the Municipal District to be an Alcohol Free Area, whether that declaration is unconditional or limited to certain times of the day, certain days of the year, defined public holiday periods, special events or particular places.
2. The Council must erect and maintain, or cause to be erected and maintained, in those parts of the Municipal District that are declared an Alcohol Free Area, appropriate signage, which indicate the boundaries, days and times of the Alcohol Free Area.
3. A Person must not, without a Permit, consume Liquor or have in their possession or control any Liquor other than Liquor in a container with an unbroken seal in any area of the Municipal District that is declared an Alcohol Free Area by the Council.

Penalty: 15 Penalty Units

59 GLASS CONTAINERS

Whether at a special event in a park at night, or at a crowded public gathering, or where children play on a beach, broken glass can be dangerous. Council therefore may on occasions ban glass containers from some locations.

1. The Council may by resolution, or as a condition of a permit, declare any part of a Road, Reserve, Foreshore Reserve or Municipal Place free of glass containers, and that declaration may be unconditional or limited to certain times of the day, certain days of the year, defined public holiday periods, special events or particular places.
2. Where the declaration is by resolution, the Council must erect and maintain, or cause to be erected and maintained, appropriate signage indicating the boundaries days and times of those areas that are declared free of glass containers.
3. A Person must not, without Council authorisation, bring into, provide or use any glass container in any area that is declared free of glass containers by the Council.

Penalty: 10 Penalty Units

60 SMOKE FREE AREAS IN MUNICIPAL PLACES

This clause of the Local gives the Council opportunity in the future to declare enforceable smoke free areas within the municipality.

1. The Council may declare a Municipal Place or part of a Municipal Place to be a Smoke Free Area as described in the Local Laws Manual.
2. The Council must erect and maintain, or cause to be erected and maintained, appropriate signage in any Municipal Place or part of a Municipal Place, which has been declared a Smoke Free Area.
3. A Person must not smoke in, or on, any Municipal Place, or part of a Municipal Place, that has been declared to be a Smoke Free Area and has appropriate Smoke Free Area signage erected and maintained.

Penalty: 10 Penalty Units

PART 6 – MUNICIPAL PLACES, RESERVES, LANDFILL SITES AND BUILDINGS

MUNICIPAL PLACES

61 COUNCIL'S POWER IN MUNICIPAL PLACES

1. Under this Local Law the Council may do any of the following in relation to any Municipal Place:
    a. restrict access to all or part of a Municipal Place to any person
    b. close a Municipal Place or any part of it to the public
    c. determine the hours a Municipal Place or any part of it is open to the public
    d. establish conditions of entry to a Municipal Place or any part of it
    e. restrict or establish any temporary alterations, decorations or other changes to a Municipal Place or any part of it
    f. establish conditions for the use or hire of a Municipal Place or any part of it
    g. set and collect fees or charges for admission to or the hire of or the use of a Municipal Place or any part of it including variation in fees or charges depending upon multiple use, period of time or any other basis
    h. set and collect fees or charges for the hire or use of any Council property in connection with a Municipal Place or any part of it; and
    i. authorise a person to do any of these things.
2. A Person must not act contrary to any restriction, closure, condition, fee, charge, hire agreement or authorised instruction in relation to a Municipal Place unless authorised by the Council to do so.

Penalty 10 Penalty Units

3. A Person must not hire or use a Municipal Place or any part of it or any Council property in connection with it, without first paying any fee or charge applicable.

Penalty 10 Penalty Units

62 BEHAVIOUR IN MUNICIPAL PLACES – PROHIBITIONS

A Person must not, while in a Municipal Place, behave in a manner that endangers others or unreasonably interferes with the quiet enjoyment of the Municipal Place by any other Person.

Penalty: 15 Penalty Units

63 DAMAGING OR INTERFERRING WITH A MUNICIPAL PLACE

1. A Person must not, unless employed, authorised or contracted by the Council for the purpose, do the following whilst in, (or) on, a Municipal Place:
    a. destroy, damage or interfere with the Municipal Place
    b. construct an opening or gate in a fence on the boundary of Council Land which is more than one (1) metre wide
    c. destroy, damage, remove or interfere with anything, or allow to be destroyed, removed, damaged or interfered with anything, in, on affixed or attached to the Municipal Place
    d. enter, climb upon or otherwise interfere with any structure, artwork, public decoration or other public display or any part thereof, contrary to any sign, public notice or published information
    e. destroy, damage, remove, plant or interfere with any tree, garden-bed or plant in, or on, the Municipal Place, other than for the purposes of maintaining grass on a nature strip or in accordance with a permit for cultivation of a nature strip garden
    f. do or omit to do anything which causes any natural or other material to escape or otherwise be conveyed onto a Road and thereby become a hazard
    g. destroy, damage or interfere with any other property or assets in, or on, the Municipal Place that are owned or managed by the Council

h. cause any damage to any Council assets in, or on, the Municipal Place as a result of a failure as an owner or occupier of any land to adequately maintain, or to rectify any faults within a reasonable time, in drainage systems, utility supply systems or any other thing for which the owner or occupier of the land is responsible for maintaining.

Penalty: 20 Penalty Units

2. An Authorised Officer or Delegated Officer may remove and impound anything that is in or on a Municipal Place in contravention of this Clause.

3. A Person who holds an Asset Protection Permit and is acting in accordance with its purpose, scope and conditions is exempt from this provision.

64 INTERFERENCE WITH A WATER COURSE

1. A Person must not, without a Permit, unless employed or contracted by the Council for the purpose, destroy, damage, tap into, divert or interfere with any water course, wetland, ditch, creek, gutter, drain, tunnel, bridge, levee, culvert or directly adjoining Fence which is vested in or under the management or control of the Council or is on any Council Land, a Road or Foreshore Reserve.

Penalty: 20 Penalty Units

65 OBSTRUCTIONS ON COUNCIL LAND OR A ROAD

1. A Person must not, without a Permit:

   a. On any Road or Council Land, leave or allow to be left any:

      i. Bulk Waste Container, or

      ii. other thing which encroaches on, or obstructs the free use of, the Road or Council Land or which reduces the breadth, or confines the limits, of the Road or Council Land; or

      iii. leave or allow to be left any charity bin, or

   b. charge an electric vehicle on council land or roadway except at a designated charging point, or

   c. connect any electrical equipment situated on any council land or a roadway from an adjacent property.

Penalty: 20 Penalty Units

2. A Person who has left or allowed to be left a Bulk Waste Container, charity bin, or other thing on a Road or Council Land with or without a Permit or other authorisation, must move or remove them if directed to do so by an Authorised Officer or Delegated Officer.

Penalty: 20 Penalty Units

3. If a Person reasonably suspected of having committed an offence under Sub-clause 1 is the driver of a Vehicle which transports a Bulk Waste Container, Charity Bin or other thing and that person cannot be found or it is impracticable to charge that person with an offence under Sub-clause 1, any Company which supplies the Bulk Waste Container or other thing which is left on and obstructs the free use of a Road or Council Land may be charged with and is capable of committing an offence under Sub-clause1.

4. Anything left or allowed to be left contrary to Sub-clause 1, or in contravention of any conditions of a Permit or other authorisation, may be removed by an Authorised Officer or Delegated Officer and impounded.

RESERVES

(Note: Clauses 61-65 Municipal Places, also apply to Reserves.)

66 BEHAVIOUR IN MUNICIPAL RESERVES – PROHIBITIONS

Council parklands and reserves, including open space, flora, fauna and the built and natural environments are, for the enjoyment of the community, the enhancement of public assets and the protection of the environment.

1. A Person must not, while in a Municipal Reserve or a Foreshore Reserve, behave in a manner that unreasonably impacts the well-being of or endangers others, or unreasonably interferes with the quiet enjoyment of the Municipal Reserve or the Foreshore Reserve by any other Person.

Penalty: 15 Penalty Units

2. A Person must not, while in a Municipal Reserve or a Foreshore Reserve:
    a. unless that Person is a player, official or competitor in or at a sporting match or gathering, enter upon or remain on an area set aside as a playing ground during the course of a sporting match or gathering
    b. act in any manner likely to cause damage to property or the environment
    c. use any playground or recreational equipment except for the purpose it is provided
    d. fish in or swim, paddle, dive or jump into or enter any water, wetland, lake, pond or fountain contrary to any sign erected in the reserve restricting such behaviour
    e. feed any bird or native fauna
    f. abandon any Animal or bird
    g. destroy, damage, injure or interfere with any flora or any fauna
    h. light a fire or permit any fire to remain alight except:
        i. in a barbecue provided by the Council, or
        ii. in a portable liquid petroleum gas barbecue; or
        iii. for conducting a permitted cultural or religious ceremony
        iv. all above situations or circumstances must be supervised at all times
    i. walk on any plot, bed, border or any other area set aside for vegetation;
    j. throw, place or allow to be thrown or placed any liquid, stone, paper, or other substance or thing into any fountain, wetland, lake, pond or other watercourse; or
    k. play or practise golf except in a reserve designated by the Council as a golf course.
    l. damage or interfere with the landform, flora, fauna, ground cover, soil or waterways of any area marked by signage as protected natural environment.

Penalty: 15 Penalty Units

3. A person employed, contracted or authorised by Council for a specific purpose in a Municipal Reserve or a Foreshore Reserve is exempt from this Clause so far as it applies to that purpose.

67 USE OF MUNICIPAL RESERVES – PERMITTED USES

Note that the Local Law Manual sets out matters to be considered in the granting of a Permit under this Clause.

1. A Person must not undertake any of the following activities on a Municipal Reserve or a Foreshore Reserve without first obtaining a Permit:
    a. fly or allow to be flown any aircraft (including any powered modelled aeroplane but excluding a kite)
    b. organise any competitive sport, game, or activity other than a sport, game, or activity played for family or social purposes
    c. use an amplifier or public address system
    d. launch any vessel or remote controlled watercraft from any foreshore reserve other than from a launching facility designated for such purpose
    e. operate or otherwise use any vessel or remote controlled watercraft, unless in an area clearly designated for the purpose
    f. construct or install a film set, or record for television or other media purposes, any event or activity, if the construction, installation or recording is for a fee or reward or commercial purposes but excluding media photography or recording for news production purposes
    g. pitch any tent, or erect any temporary structure or shelter, whether for Camping or other purposes, but excluding a maximum of 3 temporary shade structures, with each structure not exceeding 3 metres by 3 metres, used on a daily basis for casual purpose (see also Clause 70 Camping on Council Land or a Road)
    h. ride, drive, park or otherwise use a Vehicle or Animal other than in an area designated by the Council
    i. operate tour guiding, personal training, other organised recreational activity or any other activity for commercial gain excluding wedding and general photography
    j. live on or Camp in a boat moored to a Council jetty, pontoon, boat ramp or pier
    k. conduct repairs to any boat or watercraft moored to a Council jetty, pontoon, boat ramp or pier
    l. leave or allow to be left any boat or watercraft moored to a jetty, pontoon, boat ramp or pier which is part of a Municipal Reserve or Foreshore Reserve, unless moored to a designated mooring point as authorised by Council.

Penalty: 15 Penalty Units

2. A Person employed, contracted or authorised by Council for a specific purpose in a Municipal Reserve or a Foreshore Reserve is exempt from this Clause so far as it applies to that purpose.

68 ACCESS TO MUNICIPAL RESERVES

1. The Council may, in the case of any Municipal Reserve or Foreshore Reserve, set aside days and times upon which charges or entrance fees may be made for the use of the Municipal Reserve or the Foreshore Reserve.
2. The Council may restrict access to any part of a Municipal Reserve or a Foreshore Reserve, whether for temporary works, for short-term or long-term lease use or for any other purpose and public access to such restricted areas may be, limited by condition or subject to a fee or donation.
3. A Person must not enter any Municipal Reserve or Foreshore Reserve, whether open to the public or subject to restricted access, other than via a council designated access points during the hours of opening and subject to any conditions, fee or donation imposed, unless directed otherwise by a member of Council staff or an authorised contractor in the course of their employment.

Penalty: 10 Penalty Units

69 EVENTS

The Council is a strong supporter of Events of all sizes, from major international events through to the many unique community events. Events provide a range of economic, tourism, social and cultural benefits to our community. However, there is a responsibility on all event organisers to ensure event activities are sustainable, successful and safe for both event attendees and the broader community. Council's Event Permit, together with the City of Greater Geelong Events Planning Guide, assists event organisers through the application processes relevant to this municipality.

1. A Person must not, without a Permit, hold or organise any Event on any Council Land, Road or Foreshore Reserve within the Municipal District.

Penalty: 20 Penalty Units

2. A Person must not, without a Permit, hold or organise any Event on any land other than Council Land or a Road if that Event may reasonably be expected to have a material impact on the neighbouring community or a materially increased risk to public safety or to Council assets.

Penalty: 20 Penalty Units

3. The following exemptions apply:

   a. An Authorised Officer or Delegated Officer decides that an Event Permit is not required or is not the most appropriate Permit that should be in place, having regard to the nature, circumstances and size of the proposed Event; an Event that is subject to a planning permit is exempt from the requirement of a Permit under Sub-clause 1 or 2; or

   b. an Event organised by the Council that complies with the guidelines in respect of that Event.

70 CAMPING ON COUNCIL LAND OR A ROAD

1. A Person must not, without a Permit, Camp on any Council Land or a Road unless such Person is within a licensed caravan park or an area determined to be available for Camping purposes by the Council.

Penalty: 15 Penalty Units

(For camping on private land see Clause 15)

71 PARKING ON MUNICIPAL RESERVES

1. A person must not, or must not allow, without a Permit, park a Vehicle on any part of any Municipal Reserve or Foreshore Reserve other than in a parking area that is set aside for that purpose by the Council or agreed to by the Council or an Authorised Officer or a Delegated Officer.

Penalty: 5 Penalty Units

2. Sub-clause 1 does not apply to any Council employee, contractor or authorised person acting in the course of their duties.

72 USE OF WHEELED RECREATIONAL DEVICES, WHEELED TOYS, ELECTRIC SCOOTERS AND ELECTRIC PERSONAL TRANSPORTERS

1. The Council may designate any area to be an area in which a Wheeled Recreational Device, a Wheeled Toy, Electric Scooter or Electric Personal Transporter must not be used.

2. If the Council designates an area in which a Wheeled Recreational Device, a Wheeled Toy, Electric Scooter or Electric Personal Transporter must not be used, it must ensure that signage is erected and maintained in, or on, that designated area, clearly identifying the location and extent of the area in which the Wheeled Recreational Device, a Wheeled Toy, Electric Scooter and/or Electric Personal Transporter must not be used.

3. A Person must not use a Wheeled Recreational Device, a Wheeled Toy, Electric Scooter or Electric Personal Transporter in an area that has been designated by the Council to be an area in which the use of such device or toy is prohibited.

Penalty: 10 Penalty Units

4. Where the Council fails to ensure appropriate signage is erected and maintained as required under Sub-clause 2, no Person may be issued with an Infringement Notice or prosecuted for an offence under Sub-clause 3.

5. Any Person who uses a Wheeled Recreational Device, a Wheeled Toy, Electric Scooter or Electric Personal Transporter, or allows or permits another Person in their care or control to use a Wheeled Recreational Device, a Wheeled Toy, Electric Scooter or Electric Personal Transporter on Council Land, a Road other than the carriageway or road related area must ensure that:

   a. the use does not obstruct, hinder, endanger, prevent the free passage of, or unreasonably alarm or inconvenience any pedestrian or other user; or

   b. where the Wheeled Recreational Device, a Wheeled Toy, Electric Scooter or Electric Personal Transporter is used on a bike path, the use is not contrary to any signage restricting speed or requiring dismounting and does not by speed or other means endanger or risk endangering persons, animals or other thing.

Penalty: 10 Penalty Units

Wheeled Recreational Device, a Wheeled Toy, Electric Scooter or Electric Personal Transporter have the same meaning as in the Road Safety Road Rules 2017 and includes bicycle or other pedal-powered vehicle.

LANDFILL SITES

73 DEPOSITING OF WASTE AT MUNICIPAL LANDFILL SITES, RECYCLING AND WASTE TRANSFER FACILITIES AND RESOURCE RECOVERY CENTRES

1. The municipal landfill and any recycling and waste transfer facilities or resource recovery centre will be available for the disposal of Waste subject to the fees, charges, terms and conditions as determined by the Council from time to time.
2. A Person using a municipal landfill, recycling and waste transfer facility or resource recovery centre:
    a. must pay the fees and charges and comply with the terms and conditions determined by the Council for use of the landfill, facility or centre;
    b. must deposit Waste in accordance with the directions of the facility attendant or Authorised Officer or Delegated Officer and in accordance with any signs erected at the landfill, facility or centre;
    c. may only deposit material designated by the Council from time to time; and
    d. must not deposit any hazardous, dangerous or infectious materials.

Penalty: 15 Penalty Units

3. A Person must not deposit any Waste at any municipal landfill, recycling and waste transfer facilities or resource recovery centre which is not at the time of deposit open to accept such Waste or any such category of Waste.

Penalty: 20 Penalty Units

4. A Person employed, authorised or contracted by the Council for a specific purpose is exempt from sub-clauses 1, 2 and 3 of this provision to the extent of that purpose.

74 SCAVENGING AT MUNICIPAL LANDFILL SITES, RECYCLING AND WASTE TRANSFER FACILITIES AND RESOURCE RECOVERY CENTRE

1. A Person must not, without a Permit, or consent from an Authorised Officer or Delegated Officer, remove material of any kind that has been deposited at any municipal landfill site, recycling and waste transfer facility or resource recovery centre.

Penalty: 10 Penalty Units

COUNCIL BUILDINGS

75 BEHAVIOUR IN MUNICIPAL BUILDINGS

The Council's Municipal Buildings exist for the provision of services to the public, as places of work for employees and contractors of the Council, as meeting places for elected Councillors and the community, and for the enjoyment, comfort and amenity of the community generally. Entry to Municipal Buildings may require compliance with specific terms and conditions displayed in or on a Municipal Building, as well as the matters set out in this clause.

1. A Person must not, while attending a Municipal Building, behave in a manner that endangers others or interferes with the use or enjoyment of the Municipal Building or the personal comfort of another person in the Municipal Building.

Penalty: 15 Penalty Units

2. Without limiting sub-clause 1, a Person must not, while in a Municipal Building:
    a. use indecent, insulting, offensive or abusive language;
    b. behave in an indecent, offensive, insulting or riotous manner; or
    c. behave in any manner that is contrary to the Council's obligations under the Occupational Health and Safety Act 2004 to ensure that employees, workers, and other persons using Council facilities are not exposed to risks to their health or safety.

Penalty: 15 Penalty Units;

3. Unless authorised by the Council or an Authorised Officer, Delegated Officer or member of Council staff, a Person must not in a Municipal Building:
    a. destroy, damage, interfere with or deface the Municipal Building
    b. destroy, damage, interfere with or deface anything located at, on or in the Municipal Building
    c. remove any object which is owned by the Council from the Municipal Building
    d. act in a manner contrary to any restriction, direction or prohibition set out on a sign at, on or in the Municipal Building, including any terms and conditions for entry to the Municipal Building
    e. deposit any waste, except in receptacle provided for that purpose
    f. sell any goods or services
    g. erect, affix, place or leave any advertisement
    h. erect, operate or cause to be erected or operated any amusement
    i. obstruct, hinder or interfere with any member of staff of Council or authorised Council contractor in the performance of their duties
    j. act contrary to any lawful direction of an Authorised Officer or Delegated Officer or member of Council staff, including, without limitation, a direction to leave the Municipal Building, whether or not a fee for admission has been paid
    k. use or interfere with any life-saving or emergency device, unless using the device in an emergency, or participating in an instruction approved by the Council or an Authorised Officer or Delegated Officer or member of Council staff
    l. organise any function or Event
    m. bring any Animal into, or allow any Animal under their control to remain in, a Municipal Building, except for a guide dog being used by a visually impaired person, or a registered assistance dog
    n. bring any Vehicle or toy vehicle into a Municipal Building, except for:
        i. a pram or pusher being used by a child; or
        ii. a wheelchair or motor scooter being used by a physically disabled person; or

o. bring into a Municipal Building any substance, liquid or powder which may:

i. be dangerous or injurious to health

ii. have the potential to foul, pollute or soil any part of the Municipal Building, or

iii. cause discomfort to any person.

Penalty: 15 Penalty Units.

4. A Person who fails to comply with the requirements set out in this clause may be asked to leave the Municipal Building.

5. A Person who fails to comply with a request to leave the Municipal Building may be issued with a temporary suspension notice by an Authorised Officer a Delegated Officer or a member of Council staff. A temporary suspension notice expires at the time set out in it, or if no time is set out in it, 24 hours after it is issued, unless withdrawn earlier.

6. Any Authorised Officer, Delegated Officer or member of Council staff issuing a temporary suspension notice must have regard to the matters set out in the Local Law Manual.

76 ENTRY TO MUNICIPAL BUILDINGS

1. A Person must not, unless directed to do so by the Council or an Authorised Officer or Delegated Officer:

a. enter a Municipal Building other than through an entrance provided for that purpose

Penalty: 10 Penalty Units

b. enter or remain in a Municipal Building during hours when the Municipal Building is not open to the public

Penalty: 10 Penalty Units

c. enter or remain in a Municipal Building without having paid any admission fee or charge imposed by the Council

Penalty: 10 Penalty Units

d. remain in a Municipal Building after being directed to leave by an Authorised Officer or Delegated Officer

Penalty: 10 Penalty Units

e. re-enter a Municipal Building after having been directed to leave that Municipal Building by an Authorised Officer or Delegated Officer, any sooner than the beginning of the next working day when the Municipal Building is open to the public, unless a written permission to re-enter is granted by Council or an Authorised Officer or Delegated Officer

Penalty: 15 Penalty Units

f. re-enter a Municipal Building after having been directed to leave that Municipal Building and issued with a temporary suspension letter, until the temporary suspension letter is withdrawn or expires.

Penalty: 20 Penalty Units

2. Whether or not a temporary suspension letter is issued or has been withdrawn or expired does not alter Council's power to issue a Notification of Prohibition from Entry.

77 NOTICE OF PROHIBITION FROM ENTRY TO MUNICIPAL BUILDINGS

1. A Person reasonably believed by an Authorised Officer or Delegated Officer to represent an ongoing serious threat to the safety or well-being of other lawful users, visitors, Council staff or property in any Municipal Building or service location may be issued with a Notice of Prohibition from Entry.
2. A Person must not enter any specified Municipal Building or service location for the period of time specified in a Notice of Prohibition From Entry.

Penalty First Offence: 15 Penalty Units

Penalty Second and Subsequent Offences: 20 Penalty Units

3. Where a Person, after the expiry of a previous Notice of Prohibition from Entry
   a. repeats behaviour upon which they were prohibited in the first instance; or
   b. is responsible for behaviour that contravenes the behaviour set out in Clause 75,

   an Authorised Officer or a Delegated Officer may issue that Person with a further Notice of Prohibition from Entry.
4. Any Authorised Officer or Delegated Officer issuing a Notice of Prohibition from Entry must have regard to the matters set out in the Local Law Manual.

78 AVAILABILITY AND HIRE

1. A Person must not organise or undertake any public meeting, performance, wedding or commercial purpose within a Municipal Building or Reserve without the consent of the Council.

Penalty: 15 Penalty Units

2. During any period for which a Municipal Building or any part of it has been hired out, the Manager may refuse admission to the Municipal Building or any part of it to any Person who is not connected with the hiring purpose.
3. The Council or an Authorised Officer or Delegated Officer may amend or cancel any consent if it is found:
   a. to contain a material misstatement or concealment of facts in relation to the application for the consent; or
   b. any material change of circumstances occurs after the issue of the consent; or
   c. a failure to comply with the conditions under which the consent was issued.

PART 7 – ADMINISTRATION, PERMITS, APPEALS, FEES AND PENALTIES

ADMINISTRATION

79 EXERCISE OF DISCRETIONS

1. In exercising any discretion contained in this Local Law, the Council or an Authorised Officer or a Delegated Officer must have regard to:
   a. The Charter of Human Rights
   b. Child Safe Standards Code of Conduct
   c. the objectives of this Local Law
   d. the Local Law Manual
   e. any relevant Government or Council Policies or standards, including policies relating to how employees of the Council are expected to conduct themselves
   f. any relevant Permit Conditions
   g. any other policies adopted by the Council from time to time, provided that such policies are not inconsistent with this Local Law
2. The Council may, from time to time, prepare policies for use by the Council, Council staff and other persons for the purposes of this Local Law.

80 POWER TO OBTAIN NECESSARY AND ADDITIONAL INFORMATION

1. The Council or an Authorised Officer or Delegated Officer may require any Applicant for a Permit or consent to provide additional information before dealing with an application for a Permit or consent or an exemption for the purposes of administering and enforcing the provisions of this Local Law.
2. A Person who makes any false representation or declaration (whether oral or in writing) in, or who omits any relevant information from, an application for a Permit or consent or exemption is guilty of an offence.

Penalty: 20 Penalty Units

81 POWER TO DIRECT – NOTICE TO COMPLY

1. An Authorised Officer or Delegated Officer may, by serving a Notice to Comply, direct any owner, occupier or other relevant Person to remedy any situation that constitutes a breach of this Local Law.
2. A Person who fails to remedy a situation within the time specified in accordance with a Notice to Comply served on that Person is guilty of an offence in addition to the breach of the Local Law that gave rise to the Notice to Comply.
3. A Notice to Comply can be served on a person by handing it to them personally, or by sending it by post to the person's last known address.
4. A Person who complies with a Notice to Comply is taken to have remedied the breach of this Local Law that gave rise to the Notice to Comply.

Penalty: 20 Penalty Units

82 POWER TO DIRECT – IN PERSON

1. An Authorised Officer or Delegated Officer who finds any Person contravening or failing to comply with any provision of this Local Law may give that Person a verbal direction to cease the contravention or failure to comply.
2. A Person to whom a direction is given under Sub-clause 1 must comply with that direction.

Penalty: 10 Penalty Units

83 POWER TO ACT – URGENT CIRCUMSTANCES

1. In urgent circumstances arising as a result of any failure to comply with this Local Law, an Authorised Officer or a Delegated Officer may:
   a. take action to remove, remedy or rectify the failure without the necessity to serve a Notice to Comply or an in person direction, or
   b. take any other action necessary to abate an immediate danger or threat

   provided the Authorised Officer or the Delegated Officer has regard to the Local Law Manual.

84 POWER TO IMPOUND – IMPOUNDING THINGS

1. If an Authorised Officer or Delegated Officer detects an Animal, item or other thing in breach of, or being used contrary to, the provisions of this Local Law and, or presents a potential hazard or risk to any Person or property, the Authorised Officer or Delegated Officer may impound that Animal, item or other thing.
2. If an Authorised Officer or Delegated Officer has impounded an Animal, item or other thing in accordance with this Local Law:
    a. the Council or an Authorised Officer or Delegated Officer must, if it is practicable to do so, serve notice of the impounding personally or by mail on the person who appears to be the owner of the impounded thing, and
    b. the Council may refuse to release it until the Appropriate Fee or charge for its release has been paid to the Council.

85 DELEGATION

In accordance with section 78 of the 2020 Act, the Council:

1. delegates to the Chief Executive Officer all of its powers under this Local Law, and
2. authorises the Chief Executive Officer to delegate those powers to the holder of an office or position as a member of Council Staff.

PERMITS

86 PERMITS

1. The Council may define the form of any Permit application, the manner in which a Permit application will be processed and the terms and conditions under which a Permit may be issued.
2. When receiving and processing applications for a Permit and when imposing conditions, making corrections or considering cancellation of a Permit, the Council or an Authorised Officer or Delegated Officer must have regard to the provisions relating to Permits in the Local Law Manual.
3. A Permit expires on the date specified in the Permit or if no such date is specified the Permit will expire one (1) year after the date of issue.
4. The Council or an Authorised Officer or Delegated Officer may correct a Permit after issuing it, if the Permit contains a clerical error, an error from accident, slip or omission, an evident material miscalculation, or material mistake in the description of any person, thing, date or property referred to in the Permit.
5. The Council or an Authorised Officer or Delegated Officer may amend or cancel any Permit in the following circumstances:
    a. There was a material misstatement or concealment of facts in relation to the application for the Permit
    b. any material change of circumstances occurs after the issue of the Permit
    c. A Person fails or refuses to comply with the conditions under which the Permit was issued, or
    d. A Person fails or refuses to comply with a Notice to Comply relating to the Permit.
6. The Council or an Authorised Officer or Delegated Officer must notify the Permit Holder of the intention to amend or cancel a Permit and give the Permit Holder an opportunity to make a written submission before the Permit is amended or cancelled.
7. If the Council or an Authorised Officer or Delegated Officer, after considering any written submission made by the Permit Holder, determines to cancel or amend the Permit, the amendment or cancellation must be placed in the register of Permits.
8. Where a Permit is cancelled because of a breach of any condition the Council may refuse any refund of any portion of the fees and charges associated with the application or the issuing of the Permit.
9. The Council and any Authorised Officer or Delegated Officer are not liable under this Local Law for any loss or damage suffered by any Permit Holder or any associated person as a result of or following upon the cancellation or refusal to issue any Permit, whether following the breach of any condition, or any other lawful reason for cancellation or a refusal to issue.
10. A Permit issued by the Council does not confer any permanent property rights stated or inferred upon any Permit Holder in relation to any Council asset.
11. A Person to whom a Permit has been issued has no automatic right to have a new Permit issued once the original Permit has expired or been cancelled.
12. A Permit for an Outdoor Eating Facility is issued subject to the requirement to remove or alter the Outdoor Eating Facility for the purpose of public safety as set out under clause 44.

87 REGISTER OF PERMITS

1. A register of any Permits issued by the Council for the purposes of this Local Law must be maintained by the Council.
2. Any cancellations or corrections of Permits which have been issued under this Local Law are also to be recorded in the register.

88 EXEMPTION FROM PERMIT OR PERMIT FEE

1. A Person is exempt from the requirement for a Permit or payment of a fee if the Person is expressly required to obtain a permit or other authority, or pay a fee, under any Act or regulation made under an Act for the same matter for which the Person would otherwise have to obtain a Permit or pay a fee under this Local Law.
2. The Council, an Authorised Officer or a Delegated Officer, may, by written notice exempt any Person or class of Person from the need to obtain a Permit and such exemption may be conditional, may be altered and may be cancelled.
3. The Council, an Authorised Officer or a Delegated Officer may, by written notice exempt any Person or class of Person from the need to pay any Permit fee.
4. An exemption from the requirement to pay a Permit fee may be cancelled or corrected in the same way as a Permit.
5. A Service Authority or a Person employed by, or acting on behalf of, a Service Authority that is not exempt under any other Act or regulation is required to obtain the relevant permit. The exemption from the Local Law permit only applies in so far as the exemption is applicable under the relevant Act or regulation.

APPEALS

89 APPEALS – MATTERS OTHER THAN INFRINGEMENT NOTICES

1. Any Person who is aggrieved by a decision, exercise of power (or failure to exercise a power) made under this Local Law may make a written representation or appeal for consideration by the Council within fourteen (14) days of the date of the matter concerned, in accordance with the process that is set out in the Council's public website.
2. The making of any written representation or appeal will not in any way remove that Person's obligation to act in accordance with any obligations, directions or notices which are applicable under this Local Law.
3. This clause does not apply to a decision to issue an Infringement Notice on a person (see Clause 90).
4. Sub-clause 1 does not confer a right for a Person to make a submission under section 223 of the 1989 Act.
5. Any written representation or appeal under this clause will be determined by an Internal Review Officer who is independent from the Authorised Officer, Delegated Officer or member of Council staff who made the decision, exercised the power, or refused to exercise the power under this Local Law.

90 APPEALS – LOCAL LAW INFRINGEMENT NOTICES

1. An Authorised Officer or a Delegated Officer may serve an Infringement Notice on a Person who has committed an offence under this Local Law, requiring the Person to pay the penalty for that offence, or deal with it in another way, in accordance with the *Infringements Act 2006*
2. The penalty fixed for the Infringement Notice is the applicable penalty stated in the Schedule to this Local Law, or if no applicable penalty is stated in the Schedule to this Local Law, the penalty shall be 20 per cent of the maximum penalty applicable under this Local Law.
3. If a Person issued with an Infringement Notice submits a written appeal in accordance with the *Infringements Act 2006*, the appeal must be brought to the attention of an Internal Review Officer.
4. The administration of any Local Law infringement or appeal will be conducted in accordance with the *Infringements Act 2006*.

FEES AND PENALTIES

The Council's fees and charges are determined annually by the Council in its budgeting process and are available from the Council's website or by enquiry direct to the Council.

91 SETTING FEES AND CHARGES

1. The Council may, from time to time, by resolution determine the fees and charges to apply under this Local Law and may include an administration or processing fee or charge. The Council must give public notice of its resolution to set or alter fees and charges.
2. Where a Permit is issued part way through the financial year and is to operate for the balance of that financial year, the Council may vary the normal annual fee or charge by applying a fee or charge which is proportionate to the period for which the Permit will apply corrected to the next higher quarter of that year.

92 DIFFERENTIAL OR STRUCTURED FEES AND CHARGES

In determining any fees and charges, the Council may establish a system or structure of fees and charges, including minimum or maximum or pro-rata fees or charges, if it considers it is appropriate to do so.

93 WAIVER OR ALTERATION TO FEES AND CHARGES

The Council may waive, reduce or alter any fee or charge with or without conditions upon receipt of a written submission from the applicant stating reasons why any such fee or charge should be reconsidered.

94 OFFENCES

1. In this Local Law, where a motor vehicle, trailer or boat is in any way involved in the commission of an offence against this Local Law and where the identity of the person driving, or in charge of the motor vehicle, trailer or boat, is not established at the time the offence is committed, then the registered owner/operator of the motor vehicle, trailer or boat, is deemed to have committed the offence unless the owner/operator either:
   a. provides information sufficient to identify and locate the person driving or in charge of the motor vehicle, trailer or boat at the time of the offence, or
   b. explains why they cannot with reasonable diligence ascertain the identity of the person who was driving or in charge of the motor vehicle, trailer or boat at the time of the offence.
2. Where any provision in this Local Law prohibits any act or thing, any Person who contravenes such provision is guilty of an offence.
3. Where any provision in this Local Law prohibits any act or thing between specified hours of the day or night, or during specified months of the year, or on certain days, or in, or at, specified locations or specified parts of those locations, any Person who contravenes such provision is guilty of an offence.
4. Where any provision in this Local Law requires any act or thing to be done, any Person who is required to do the act or thing but does not do it contravenes such provision and is guilty of an offence.
5. Any Person who is guilty of an offence against this Local Law is liable to the penalty indicated in respect of that offence, or if no such penalty is indicated, a penalty of:
   a. 10 Penalty Units for a first offence
   b. 15 Penalty Units for any second or subsequent offence

6. Where any Permit, or exemption from a Permit, issued under this Local Law contains any conditions, any Person who contravenes or fails to comply with such a condition is guilty of an offence.

Penalty: 20 Penalty Units

95 PENALTIES

Schedule 1 to this Local Law sets out penalties for Infringement Notice purposes, which may be issued as an alternative to prosecution in respect of non-compliance with this Local Law, where the Council or an Authorised Officer or a Delegated Officer determines to proceed by way of Infringement Notice.

SCHEDULE 1 – INFRINGEMENT NOTICE PENALTIES

TABLE OF MAXIMUM PENALTIES AND INFRINGEMENT NOTICE PENALTIES IN RESPECT TO OFFENCES AGAINST THE LOCAL LAW

Why are Infringement Penalties different from Maximum Penalties?

Infringement Notice penalties are used to simplify the process of enforcing less serious breaches of the law. Infringement Notices avoid the complex process of Court prosecution. When Infringement Notices are paid on time, no conviction is recorded by a Court. The amount of an Infringement penalty is normally significantly less than the potential maximum penalty which a Court might impose for the same offence.

* 'An infringement penalty should generally be approximately no more than 20 – 25% of the maximum penalty for the offence': Annexure A , Attorney-General's Guidelines to the Infringements Act 2006 (Vic).

Maximum penalties *may be imposed by a Court when:*

- Council chooses to prosecute an offence, rather than issue an Infringement Notice
- a person receiving an Infringement Notice chooses to have the matter heard in Court

A 'Penalty Unit' *means a Penalty Unit under the Sentencing Act 1991.*

If any offence under the Local Law is not set out in the table below, the infringement penalty for that offence will be 20% of the maximum penalty.

Clause	Offence	Maximum Penalty Units	Infringement Notice Penalty Units
10	Land kept in unsightly manner	15	3
11(a)	Land kept in dangerous manner – haven for vermin/weeds	20	5
11(b)	Land kept in dangerous manner – storage dangerous substance	20	5
12(1)	Dilapidated Building – permitting	20	5
12(2)	Dilapidated Building – failure to secure	20	5
12(3)	Dilapidated Building – failure to take reasonable steps to remedy unauthorised access and anti-social behaviour	20	5
12(4)	Dilapidated Building – failure to remove Graffiti	20	5
12(5)	Dilapidated Building – failure to take reasonable steps to remove vermin	20	5
13(1)(a)	Burning offensive materials	15	3
13(1)(b)	Burning materials that may cause offensive emissions entering neighbouring land	15	3
13(2)	Burning in open or in an incinerator without Permit	15	3
13(3)	Failure to extinguish a fire when directed	20	5
14	Fireworks lit without a Permit	20	5
15	Camping without Permit on Land other than Council Land or a Road contrary to requirements	15	3

Clause	Offence	Maximum Penalty Units	Infringement Notice Penalty Units
16(1)	Keeping a Shipping Containers on Council Land or a Road, without a permit	15	3
16(2)	Allowing a Shipping Container to adversely impact visual amenity on Land Other than Council Land or a Road,	15	3
17	Installing or operating a non-compliant intruder alarm	15	3
18	Failing to number an address adequately	10	2
19	Allowing vegetation or other things to obstruct, interfere, endanger or overhang, or obscure	15	3
20	Keeping Animals contrary to Local Law	10	2
21(1)	Failure to provide adequate Animal Accommodation	10	2
21(2)	Failure to maintain animal accommodation	10	2
22	Allowing noise smell or discharge from animals to interfere with adjacent or nearby occupiers of land	10	2
23(1)	Animal excrement remaining on Council land or a Road	10	2
23(2)	Failure to carry a suitable animal litter device	10	2
24(1)	Inadequate Fencing for Animal kept - 1st Offence	10	2
24(1)	Inadequate Fencing for Animal kept - 2nd+ Offence	15	3
25	Keeping an offending aggressive dog without a Permit - 1st Offence	10	2
26(1)	Failing to comply with Council Waste Collection requirements	10	2
26(3)	Placing Contaminated Material in recyclable collection bin after written warning. - 1st Offence	5	1
26(3)	Placing Contaminated Material in recyclable collection bin after written warning. - 2nd Offence	10	2
26(3)	Placing Contaminated Material in recyclable collection bin after written warning. – 3rd and Subsequent Offences	20	5
27	Failure to comply with Hard Waste Collection as specified	10	2
28	Interference with Waste materials left for collection	10	2
29(1)	Use of Motor Bike or Motorised Recreational Vehicle on Council Land excluding a Road without a Permit	15	3
29(2)(a)	Use of Motor Bike or Motorised Recreational Vehicle on Land Other than Council Land or a Road in Built Up Area without a Permit	15	3
29(2)(b)	Use a Motor Bike or Motorised Recreational Vehicle on Land Other than Council Land or a Road outside Built Up Area outside restrictions specified	15	3

Clause	Offence	Maximum Penalty Units	Infringement Notice Penalty Units
29(2)(c)	As the owner or occupier of any land allow the use of Motor Bike Or Motorised Recreational Vehicle in contravention to clauses 29 (2)(a) or (b)	15	3
30(1) & (2)	Vehicle used or driven with Sound System emitting offensive noise	10	2
30(3)	Emitting interfering offensive noise from Road or Municipal Place to interfere properties abutting	10	2
31	Repairing or Displaying for sale a Vehicle on a Road	15	3
32	Leaving a derelict vehicle on a Road or Council Land	15	3
33	Storing a heavy or long vehicle contrary to Local Law	10	2
34	Placing waste bins or Waste on a Road or Council Land contrary to Law	15	3
35	Public waste bins used contrary to requirements	10	2
36(1)	Leaving Shopping Trolley in non-designated area	10	2
36(2) & (3)	Owner failing to place identification on Shopping trolley or pick-up Shopping trolley and return it to designated area	10	2
37(1)(a)	Holding a Street Procession or festival without Permit	15	3
37(2)(b)	Using public address system on Road without a Permit	15	3
38(1)	Livestock movements on Road contrary to Guidelines	10	2
38(2)	Grazing or Droving Livestock without or contrary to Permit	20	5
39(1)	Displaying goods for sale on a Road without Permit	20	5
39(2)	Failing to remove goods for sale or Advertising Sign from a Road or Council Land when directed	20	5
40(1) & (2)	Roadside trading without Permit	20	5
40(4)	Erect of place a structure for the purposes of selling on a road or Council Land without a permit	15	3
41(1)	Spruiking without a Permit	10	2
41(2)	Busking without a Permit	10	2
41(3)	Drawing or Painting on a Road or Council Land without a Permit	10	2
42(1)	Advertising Sign on Council Land or a Road without Permit	20	5
42(2)	Advertising Sign on a Vehicle on Council Land or a Road without Permit	20	5
42(3)	Failure to remove Advertising Sign when directed	20	5
43(1)	Using Council Land or a Road for Commercial Outdoor Eating Facility without Permit	20	5
44	Failing to Remove the Outdoor Eating Facility	20	5

Clause	Offence	Maximum Penalty Units	Infringement Notice Penalty Units
45(1)	Collecting money or subscriptions house to house	15	3
45(2)	Collecting money or subscriptions on a Road or Council Land without Permit	10	2
46(1)	Asset Protection – Drainage Tapping without Permit	20	5
46(2)	Depositing Waste other than stormwater in Council drain	20	5
47(1)	Asset Protection – Occupying or Opening a Road or Council Land without a Permit	20	5
48(1)	Asset Protection – Building Works commencing without a Permit, or undertaking contrary to requirements or Permit.	20	5
48(7)	Asset Protection – Building Works - Failure to make supplementary bond payment to rectify damage	20	5
48(9)	Failure of other person to refrain from commencing work or deliveries before an Asset Protection Permit is issued.	10	2
50(1)(a)	Failure to securely Fence a Building Work	20	5
50(2)	Failure to minimise risk or run-off into Municipal Stormwater System	20	5
50(3) to (8)	Failure to comply with refuse requirements for Building Work and Building Sites	15	3
51(1)(a)	Failure to comply with vehicular crossing access requirements for a Building Work	20	5
51(1)(b)	Failure to comply with no storage of materials on a Road or Council Land for a Building Work	15	3
51(1)© & (d)	Failure to comply or hours of work requirements for a Building Work	20	5
52(1)	Constructing or altering or removing a Vehicle Crossing without a Permit	20	5
52(2)	Constructing or using a second Vehicle Crossing without a Permit	20	5
53(2)	Failure to apply for Vehicle Crossing permit when directed	20	5
54	Consumption and possession of Liquor on Roads	15	3
55(1)	Consumption and possession of Liquor in Municipal Place other than a Road between sunset and sunrise	15	3
55(2)	Consumption and possession of Liquor in Municipal Place other than a Road between sunrise and sunset contrary to authorised request	15	3
56(1)	Sale and consumption of liquor on roads or council land adjoining licences premises without a permit	20	5

Clause	Offence	Maximum Penalty Units	Infringement Notice Penalty Units
58(3)	Consumption and possession of Liquor in Alcohol Free Area	15	3
59(3)	Bringing into, providing or using a glass container in an area declared free of glass containers by Council	10	2
60	Smoking in Municipal Places contrary to signs	10	2
61(2) & (3)	Contrary Behaviour in a Municipal Place	10	2
62	Endangering or interfering with others in a Municipal Place	15	3
63(1)	Damaging/defacing/interfering with a Municipal Place	20	5
64	Interference with watercourse	20	5
65(1)	Obstructions on Council Land or a Road	20	5
65(2)	Failure to remove an obstruction on Council Land or a Road when directed	20	5
66	Contrary behaviour in a Municipal Reserve or Foreshore Reserve	15	3
67	Use of a Municipal Reserve or Foreshore Reserve for permitted use without a Permit	15	3
68	Accessing a Municipal Reserve or Foreshore Reserve contrary to requirements	10	2
69(1)	Holding an Event on Council Land, a Road or Foreshore Reserve without a Permit	20	5
69(2)	Holding an Event on Land Other than Council Land or a Road where there is a material impact of community or public safety without a Permit	20	5
70	Camping on Council Land or a Road without a Permit and not in a designated camping area.	15	3
71	Parking on a Municipal Reserve without a Permit	5	1
72	Contrary use of Wheeled Non-Motorised Recreational Device or Wheeled Child's Toy	10	2
73(2)	Use of Landfill Site, Waste Transfer Facility or Resource Recovery Centre contrary to requirements	15	3
73(3)	Depositing at Landfill Site, Waste Transfer Facility or Resource Recovery Centre outside open hours	20	5
74	Removing material from a Landfill Site, Waste Transfer Facility or Resource Recovery Centre without a Permit	10	2
75	Contrary behaving in a Municipal Building	15	3
76(a) to (d)	Entering or remaining in a Municipal Building contrary to requirements or direction	10	2
76(e)	Re-entering a Municipal Building after a direction to leave	15	3

Clause	Offence	Maximum Penalty Units	Infringement Notice Penalty Units
76(f)	Re-entering a Municipal Building after a direction to leave and receiving a temporary suspension letter	20	4
77(2)	Entering a Municipal Building or service location while under a Notification of Prohibition from Entry – 1st Offence	15	3
77(2)	Entering a Municipal Building or service location while under a Notification of Prohibition from Entry – 2nd and Subsequent Offences	20	5
78	Use of a Municipal Building without consent	15	3
80	False or misleading information on a Permit application	20	5
81	Failure to comply with Notice to Comply in specified time	20	5
82	Failure to comply with lawful direction when contravening Local Law	10	2
94(5)	Offence where no penalty is given – 1st Offence	10	2
94(5)	Offence where no penalty is given – 2nd and Subsequent Offences	15	3
94(6)	Failure to comply with a condition of a Permit or exemption	20	5

Resolution for the making of this Local Law was agreed to by the Council on the day of month year.

Mayor/Councillor

Chief Executive Officer

Notices of the proposal to make and of the making of this Local Law were included in the Victorian Government Gazette dated the <insert new date> and <insert new date> respectively.

Public Notices of the proposal to make and confirmation of the making of this Local Law were inserted in the Geelong Advertiser Newspaper on <insert new dates>.

A copy of this Local Law was sent to the Minister for Local Government on the day of 2024.

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CITY OF GREATER GEELONG

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GREATER GEELONG

LOCAL LAW MANUAL 2024

GREATER GEELONG CITY COUNCIL

This Local Law Manual is incorporated by reference into the Neighbourhood Amenity Local Law 2024.

CITY OF GREATER GEELONG

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DEFINITIONS

The words used in this Local Law Manual should be read to have the same meaning as in the relevant clauses of the *Neighbourhood Amenity Local Law 2024* including its Clause 9 Definitions

INTRODUCTION

This Manual provides information on how Authorised Officers, Delegated Officers and members of Council staff may exercise their discretion in applying the Neighbourhood Amenity Local Law 2024 (**the Local Law**) in particular circumstances. It also provides information on what factors and issues Authorised Officers and Delegated Officers may take into account when they make decisions or exercise powers under the Local Law.

The Manual is incorporated into the Local Law and should be read as part of the Local Law. If there is any inconsistency, however, between a provision in the Local Law and this Manual, then the provision in the Local Law prevails to the extent of any inconsistency.

Authorised Officers and Delegated Officers may also have regard to operational policies and procedures as amended from time to time when undertaking their role. Those operational policies and procedures are not part of the Local Law or this Manual. They are, however, available on the Council's website.

Note that the numbering in the Manual follows the same numbering and subject matter titles as in the Local Law 2024. Where there are gaps in the sequential numbering below, it is because there is no further information about the corresponding subject matter titles.

Clause	Local Law Guideline Title	Schedule Page No.
Your Property, Animals and Waste Collection		
13.	Burning of Materials	5
14.	Fireworks	6
15.	Camping on Land other than Council Land or a Road	7
16.	Shipping Containers	8
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Vehicles, Activities on Roads, and Stock Movements		
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33.	Vehicles – Storing	13
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Clause	Local Law Guideline Title	Schedule Page No.
Business and Builders		
44.	Removing the Outdoor Eating Facility	19
45.	Collections, Gifts and Distributions	19
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48.	Asset Protection – Building Works	21
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YOUR PROPERTY, ANIMALS AND WASTE COLLECTION

YOUR PROPERTY

13. BURNING MATERIALS

1. When determining whether an offence has occurred in relation to burning materials in the open, an Authorised Officer or a Delegated Officer may, where relevant, have regard to the following:
    a. materials that may not be burnt at any time include, but are not limited to, any substance containing any:
        i. manufactured chemical, rubber or plastic
        ii. electronic equipment and recyclable materials (excluding timber)
        iii. petroleum, oil or petroleum-based product
        iv. paint or receptacle which contains or which contained paint
        v. manufactured chemicals or pressurised cans
        vi. food waste, fish or other offensive or noxious matter
        vii. any other material an Authorised Officer or a Delegated Officer reasonably believes is an offensive material.
    b. Whether a reasonable person would find the smell or smoke to be excessive, pungent and/or detrimental to their health or the environment
    c. offensive emissions of smoke and odour from outdoor burning do not include normal odours of food cooking on a permanent or portable barbeque.
2. When determining whether to grant a permit for burning materials in the open, an Authorised Officer or a Delegated Officer must, where relevant, have regard to the following:
    a. if the land on which the burning is proposed in a built up area
    b. the location of the proposed outdoor burning in proximity to adjoining land
    c. the land-use and size of the applicant's land and that of adjoining allotments where the burning is to take place
    d. any alternative means of recycling, reprocessing or disposal
    e. any adequate means of supervising the burning
    f. any adequate means of controlling and extinguishing the spread of fire
    g. the degree to which the material to be burnt is clean and dry or may produce offensive, toxic or unpleasant smells or smoke
    h. the purpose stated for the burning
    i. any relevant policies of the CFA and Environment Protection Authority
    j. any other matter that an Authorised Officer or a Delegated Officer reasonably believes to be relevant to the circumstances of the application.

14. FIREWORKS

1. In determining whether to grant a permit for fireworks, an Authorised Officer or a Delegated Officer must, where relevant, have regard to the following:

    a. the applicant must show evidence that the person who will supervise or light the fireworks is a licensed pyrotechnician who has complied with current regulatory and notification requirements set out under legislation

    b. whether the applicant should obtain or has already obtained Council's Event permit including a fireworks permission

    c. whether Council land or a road is involved and whether referral needs to be made to business units within Council

    d. whether it is a declared Fire Danger Period or any other CFA declared fire restrictions

    e. the land-use and the size of the applicant's land and that of adjoining allotments

    f. the proximity of flammable materials on any land;

    g. the proximity to adjoining properties

    h. the likely effects on adjoining owners

    i. the amenity of the area and the impact upon it

    j. any adequate means of controlling and extinguishing the spread of fire

    k. whether the fireworks would constitute a danger to vehicles or pedestrians or compromise the safe and convenient use of a road

    l. the promotion of high quality tourism attractions

    m. whether the surrounding community has been or should be notified or consulted and any comments or submissions received in response

    n. the outcome of any consultations with relevant Government agencies and/or Victoria Police

    o. any related Council policy

    p. if the Authorised Officer or the Delegated Officer reasonably believes the fireworks may create a traffic hazard, obstruction or other risk to the public, the applicant may be required to take out public liability policy of insurance to the Council's satisfaction and prior to the issue of the permit, the Council must be provided with a Certificate of Currency of the public liability policy of insurance

    q. any other matter the Authorised Officer or the Delegated Officer reasonably believes is relevant to the application.

15. CAMPING ON LAND OTHER THAN COUNCIL LAND OR A ROAD

1. In determining whether to grant a permit to allow camping in an area which is on any land other than Council land or a road, is not a licensed caravan park and has not been declared by the Council to be a 'camping area', an Authorised Officer or a Delegated Officer must, where relevant, have regard to the following:
    a. the location of the land
    b. the land-use of the applicant's land and that of adjoining allotments
    c. the suitability of the land for camping including extent of screening from neighbours
    d. the number of tents or other structures to be located on the land
    e. the length of time the tents and other structures will be erected on the land
    f. on properties of less than 0.5 hectares, only one caravan or campervan may be placed on the land for camping purposes
    g. the availability of sanitation and laundry facilities to the land or in a Dwelling on or adjoining the land
    h. any likely damage to be caused
    i. any other matter the Authorised Officer or Delegated Officer reasonably believes is relevant to the application.
2. In determining whether to issue, vary or cancel a permit to camp or occupy a campsite on any land other than Council land or a road the Council or an Authorised Officer or a Delegated Officer must, where relevant, have regard to where camping is on vacant land unsupervised by the occupier whether the applicant campers are compliant with the following:
    a. The campsite has been maintained in a clean and tidy condition
    b. There have been no complaints been received by Council in relation to the permit and the use of the land
    c. There has there been no detrimental effect to the amenity to the neighbouring properties due to the camping
    d. any other matter the Authorised Officer or the Delegated Officer reasonably believes is relevant to the application.

16. SHIPPING CONTAINERS

1. In determining whether to grant a permit for a shipping container to be kept, stored, repaired or allowed an Authorised Officer or Delegated Officer must, where relevant, have regard to the following:

    a. if the Authorised Officer or the Delegated Officer reasonably believes the shipping container will create a traffic hazard, obstruction or other danger to the public, the applicant may be required to take out a public liability policy of insurance to the satisfaction of Council in which case, prior to the issue of the permit, the Council must be provided with a Certificate of Currency of the public liability policy of insurance for the application

    b. the shipping container must not be placed on any Council land or on a road, kerb, footpath or nature strip unless specifically permitted at a nominated location

    c. whether the container presents a risk to the health and safety of the public or any other person through accidental imprisonment or suffocation, and the proposed risk mitigation strategies to eliminate that risk

    d. the applicant must not intend to use or actually use the container as a permanent structure. If the applicant indicates an intention to use the container as a permanent shed, the applicant should be informed that an application for a Building Permit is required

    e. any damage to any Council property caused by the placement or removal of the shipping container, including the pavement, nature strip and services is to be reinstated by the permit holder. If reinstatement is not completed, works will be undertaken by the Council at the permit holder's expense

    f. the shipping container must not obstruct motorists' vision or line of sight at intersections and pits, and valve covers and hydrants must remain accessible

    g. if the shipping container constitutes a traffic hazard or obstruction, the container must be mounted with yellow reflective tape on the corners of the containers or lights which must be illuminated between sunset and sunrise and visible from a distance of 200 metres to prevent the hazard to the public

    h. any other matter the Authorised Officer or the Delegated Officer reasonably believes is relevant to the application.

YOUR ANIMALS

20. KEEPING ANIMALS

1. In determining whether to grant a permit for the keeping of animals where the number of animals exceed that determined by the Council in the Table of Animal Types and Numbers, the Council or an Authorised Officer or a Delegated Officer must, where relevant, have regard to the following:
    a. whether the application or situation ought to be referred to Council's Planning Department regarding issues of land use relating to a business or the boarding or breeding of animals
    b. the land-use and size of the applicant's land and that of adjoining allotments
    c. the proximity to adjoining properties
    d. the amenity of the area
    e. the type and additional numbers of animals to be kept
    f. whether the applicant has or will obtain and keep the animals in accordance with any relevant Code of Practice, guideline or standard;
    g. the likely effects on adjoining owners
    h. the adequacy of animal accommodation
    i. any other matter the Authorised Officer or the Delegated Officer reasonably believes is relevant.

21. ANIMAL ACCOMMODATION

1. In determining what is a reasonable shelter or structure for kept animals and whether such accommodation is adequately maintained, an Authorised Officer or a Delegated Officer must, where relevant, have regard to the following**:**

    a. whether the situation ought to be referred to Council's Planning Department regarding issues of land use relating to a business or the boarding or breeding of animals

    b. whether the Person has obtained and keeps the animals in accordance with a relevant Code of Practice, guideline or standard

    c. the type of animals being kept and whether those animals are adequately secured within the property boundary

    d. whether a special structure should form all or part of the animal accommodation

    e. the height of any structure if any that is part of the accommodation

    f. the location of the accommodation having regard to the amenity of the area

    g. the size of the accommodation in terms of its adequacy to house the proposed number and type of animals

    h. the security of the accommodation in terms of the animals to be housed in it

    i. whether all excreta and other waste are removed and/or treated as often as necessary so that they do not cause a nuisance or offensive condition

    j. whether all excreta and other waste are stored in a fly and vermin proof receptacle until removed from the premises or otherwise disposed of

    k. whether the ground surrounding the accommodation is adequately drained

    l. whether the area of land within 3 metres of the area or any structure in which the animal is kept is free from dry grass, weeds, refuse, waste or other material capable of harbouring vermin

    m. whether all stored food, grain or chaff is kept in vermin proof receptacles

    n. whether the area where the animals are kept is cleaned and maintained so far as is reasonably practicable in a clean and sanitary manner

    o. any other matter or issue pertaining to the accommodation that the Authorised Officer or the Delegated Officer reasonably believes is relevant.

25. INDIVIDUAL ANIMAL PERMIT

1. In determining whether to grant a permit for an individual animal plan, an Authorised Officer or Delegated Officer must, where relevant, have regard to the following:

    a. The applicant must pay any applicable fee for the permit prior to processing the application

    b. The Authorised Officer or Delegated Officer must reasonably assess that the risk to community safety is manageable and that Council's powers under the Domestic Animals Act 1994 are not more appropriate in the circumstances

    c. The Authorised Officer or Delegated Officer must reasonably believe that the owner has or is willing and able to fulfil the conditions of the permit issued which may, at the Authorised Officer's or Delegated Officer's discretion include any of the following:

        i. Ensure that the dog is securely contained within the boundaries of its property, with no access to the front road frontage of the property or to the path to the front door

        ii. Ensure that the dog has a permanent secure shelter, incapable of escape by climbing, digging or other means, which may include not abutting a boundary fence of the property

        iii. Ensure that the dog is secured in the permanent secure shelter when the owner is absent from the property, or locked securely within the Dwelling with no reasonable means of escape

        iv. Ensure the dog is muzzled when not contained within the owner's premises

        v. Ensure that the dog when outside its dwelling is controlled with a non-extending lead held at all times by a responsible adult, whether or not that space is classified off-lead or on-lead for other dogs

        vi. Ensure the dog is not tied up in any public place without a responsible adult beside it

        vii. Ensure if the dog is taken to a workplace, building site or other place not its normal home that provision is made for adequate dog-proof secure fencing or a means of securely tying the dog in one place

        viii. Ensure the dog is not allowed to roam freely at or from a workplace, building site or other place not its normal home

        ix. Ensure no child will be left in charge of the dog, or the dog allowed to play with children without close and constant adult supervision

    d. The Authorised Officer or Delegated Officer must explain to the applicant at the time of issuing a permit that Council has power to inspect and approve the security of the dog accommodation and fencing, the power to issue infringement notices for a breach of permit conditions, the power to also issue a Notice to Comply, the power to amend or cancel a permit, and the power to seize and destroy aggressive dogs under the Domestic Animals Act 1994.

    e. The special circumstances referred to in sub-clause 25(2) of the Local Law, where an Authorised Officer or Delegated Officer may decide a permit is not, or is no longer required:

        i. should involve significant change since the original offences. Examples might include the advanced age or ill-health of the offending dog; a re-location to secure rural accommodation; extensive, professionally-certified behaviour modification training; or some other circumstance

        ii. must allow the Officer to reasonably believe that there is a significantly reduced or removed likelihood of the dog re-offending

        iii. the seriousness of the original offences, the dog's history of community complaints or reported incidents since the offences, and the owner's record of responsible pet ownership, should also be considered when deciding whether the permit is required or not

    f. Any other matter the Authorised Officer or Delegated Officer reasonably believes is relevant.

VEHICLES, ACTIVITIES ON ROADS AND STOCK MOVEMENTS

VEHICLES, ACTIVITIES ON ROADS AND STOCK MOVEMENTS

29. MOTOR BIKES AND MOTORISED RECREATIONAL VEHICLES

1. In determining whether to issue a permit for the use of more than two motor bikes or other motorised recreational vehicles, an Authorised Officer or a Delegated Officer must, where relevant, have regard to the following:

    a. Whether the applicant is the owner or occupier of the land and if not whether his or her permission (excluding Council as land manager) has been received in writing

    b. Whether neighbouring occupiers should be notified in writing of the application by the applicant and given opportunity to consent or object to Council

    c. The location of the land where the vehicles are to be used

    d. The land-use of the applicant's land and of the adjoining allotments within 500 metres

    e. The suitability of the land for use by motor bikes or motorised recreational vehicles (as the case may be)

    f. The number of vehicles for which the permit is required, including the maximum number of vehicles to be operated at any one time

    g. The specific days of the week, times and hours of the day that such vehicles are to be permitted to be used

    h. The likely effect on the amenity of the area including noise impacts

    i. The nature and extent of any public risk to be created by the activity

    j. Whether any public liability insurance exists or ought to be required

    k. Any other matter the Authorised Officer or the Delegated Officer reasonably believes is relevant.

33. VEHICLES – STORING

1. In determining whether to grant a permit for the storing of heavy or long vehicles, an Authorised Officer or a Delegated Officer must, where relevant, have regard to the following:
    a. the land-use of the applicant's land and that of adjoining allotments
    b. whether a referral to the Planning Department is required for a business or other use
    c. the maximum number of vehicles at any one time to be kept or stored
    d. the proximity to adjoining properties and the distance from the nearest dwellings
    e. the likely effect on adjoining owners, including visual amenity, fumes and noise
    f. any mitigation measures for visual, fumes and/or noise impact which the applicant is willing to undertake as a condition of the permit
    g. whether adjoining owners and occupiers should be given opportunity to comment
    h. any other matter the Authorised Officer or the Delegated Officer reasonably believes is relevant.

34. WASTE RECEPTACLES PLACED ON ROADS OR COUNCIL LAND

1. In determining whether to grant a permit for the placement of a bulk rubbish container on a road, an Authorised Officer or a Delegated Officer must, where relevant, have regard to the following guidelines:
    a. whether the placement will obstruct the passage of vehicles and pedestrians, obscure the view of motorists or present a physical hazard
    b. whether the placement will contravene any traffic control signs
    c. protection of any Council assets
    d. any requirements under the provisions of the Road Management Act 2004 and any requirements or provisions in any relevant Code of Practice
    e. the current (and historical) status of the applicant's trading account with Council
    f. whether a copy of a valid policy of insurance Certificate of Currency has been provided to the Council
    g. whether an indemnity or guarantee has been provided to the Council
    h. any other matter the Authorised Officer or the Delegated Officer reasonably believes is relevant.

37. FESTIVALS, PROCESSIONS AND PUBLIC ADDRESS SYSTEMS ON ROADS

1. In determining whether to grant a permit for a street party, street festival, procession or other event activity or public address system on a road, the Council or an Authorised Officer or a Delegated Officer must, where relevant, have regard to the following:
    a. In the case of an application for **a street party, street festival, procession** or other event on any road whether adequate notice has been given before the event is to take place
    b. Whether the application information includes:
        i. the name, address and phone number of a nominated person through whom arrangements can be made
        ii. the group of people or the organisation on whose behalf the application is made
        iii. the name of the street or streets sought to be closed and, if required, a diagram showing the section of that street or sections of those streets proposed to be closed
        iv. the date and times for the road closure
        v. a statement describing the group or class of persons being invited to the event
    c. Whether the street party, street festival, procession or other event is more suitably categorised as an event and an event permit should be issued
    d. Whether the street party, street festival, procession or other event or activity on a road will create a traffic hazard, obstruction or other danger to the public or the participants, in which case the applicant may be required to take out a public liability policy of insurance (minimum $10 million) and prior to the issue of the permit, provide a Certificate of Currency of the public liability policy of insurance
    e. Whether all owners or occupiers of all properties with any immediate vehicular access via the section of road for the street party, street festival, procession or other event have been advised by letter with adequate time to comment or object, or whether other arrangements have been put in place to alert relevant owners and occupiers of properties
    f. Whether a person on behalf of the applicant for the street party, street festival, procession or other event has been nominated to erect and remove the barriers which close the road at locations and times specified by the Council or the Authorised Officer or the Delegated Officer
    g. In the case of an application to operate **an audible public address system** on a road or Council land:
        i. whether the audible public address system is likely to create a traffic hazard or so distract persons using the road as to be a public safety risk
        ii. whether the location of the streets in which the public address system is to be used has been given
        iii. whether the public address system will be on a moving or stationery vehicle or permanently fixed in one or more locations
        iv. whether due to the time of day and/or duration or frequency of operation, the public address system is likely to cause offensive noise to enter neighbouring properties or unfairly disrupt the operation of neighbouring businesses
        v. whether a person with their mobile phone number has been nominated, who will be present and able to reduce the volume of the public address system if requested
        vi. whether public and/or trader comment ought to be sought if the audible public address system on a road is to operate in a commercial area for any length of time or frequency, such as throughout a festive season
        vii. whether a spruiking permit is a better alternative
        viii. whether the use of the public address system is for a political or industrial march or procession (in which case no permit is required if the Police have been informed)
        ix. whether the public address system will unfairly interfere with other persons
    h. any other matter the Authorised Officer or the Delegated Officer reasonably believes is relevant.

38. LIVESTOCK ON ROADS

The movement of Livestock on a public road

An Authorised Officer or a Delegated Officer determining whether an offence has occurred must, where relevant, have regard to the following.

1. **Movement of livestock – prior compliance**

   Regular movement of livestock across or along a road from one property, being part of a single farming enterprise, to another, being part of the same farming enterprise, or from one part of a property to another part of the same property should only occur where:

   a. the movement occurs on approved stock crossings, where these are present

   b. any other stock crossing requirements of VicRoads (if appropriate) or the Council are met

   c. there is compliance with any appropriate Code of Practice

   d. the person moving the livestock, if requested in writing by Council, obtains a current public liability policy of insurance for the purposes of the movement of livestock on roads and provides proof of the policy to the Council.

2. **Requirements of persons undertaking the movement of livestock on roads**

   A person in charge of livestock being moved across or along a road must ensure that:

   a. the livestock is supervised and under effective control by a person who is competent in the management of livestock

   b. signs conforming to the Road Safety Road Rules 2017 or other specified VicRoads' requirements are in place and are removed or deactivated following completion of the movement

   c. the livestock is not moved other than in daylight hours, except that where any movement or part of any movement takes place before daylight hours commence or after daylight hours end, suitable warning lights conforming to the guidelines prepared by VicRoads and referred to in the Regulations are in place

   d. the livestock is moved promptly

   e. the length of travel is minimised as far as is practicable

   f. the location of any road crossing is chosen having regard to the safety of all road users

   g. if, due to the nature of the terrain, volume of traffic or visibility, drivers' vision may be restricted, additional warning is given to such other road users

   h. where livestock is to be moved across or along any road in fog or other than in daylight hours, there is compliance with whichever of the livestock crossing guidelines prepared by VicRoads and referred to in the Regulations as is appropriate to the circumstances of the crossing

   i. any livestock excrement on any road pavement likely to cause danger to other road users must be removed as soon as practicable

   j. areas of high or medium conservation status are avoided or protected

   k. the livestock is healthy and free of disease

3. Any other matter the Authorised Officer or the Delegated Officer reasonably believes is relevant

4. When is a permit for grazing is required

   a. in the event of livestock being moved at the rate of less than 1 kilometre per hour, a grazing permit must be obtained.

Grazing and Droving of Livestock

When determining whether to issue a permit for the grazing or droving of livestock on a road and the conditions that should apply to any permit issued, an Authorised Officer or a Delegated Officer must have regard to the following:

1. Requirements for a permit **for the grazing of livestock on roads**
    a. a permit must not be issued unless any part of the road can be grazed without threat to areas of high conservation status
    b. the applicant for the permit must provide evidence to the satisfaction of the Council:
        i. that the livestock will be adequately supervised and effectively controlled
        ii. that there will be compliance with all of the conditions of a permit
        iii. of an ability to adequately feed and water the livestock on the roads proposed.
    c. at the time proposed, the road or any part of the road is suitable for grazing and can be undertaken without damage to surface, plants or adjacent structures
    d. in respect of any declared VicRoads road, the permission of VicRoads has been obtained
    e. a person who is in charge of livestock which is being grazed on a road must ensure all of the following:
        i. the livestock is supervised and under effective control at all times by a person who is competent in the management of livestock
        ii. the livestock is grazed only during daylight hours
        iii. signs conforming to the Road Safety Road Rules 2017 are in place
        iv. appropriate precautions are taken to ensure that no damage occurs to road surfaces, furniture, drains, culverts, bridges and private entrance ways or to trees and shrubs growing within the road reserve and that erosion is not caused by excessive grazing
        v. in the event that livestock is causing damage, including where overgrazing occurs, the livestock is removed from the road reserve
        vi. the livestock is removed from the road before daylight hours finish unless an Authorised Officer agrees to some other level of supervision or overnight arrangement
        vii. the person has a current public liability policy of insurance covering the grazing of livestock on roads and that proof of such policy is produced to the Council prior to the commencement of the grazing
        viii. there is compliance with the provisions of the Livestock Disease Control Act 1994 and the Prevention of Cruelty to Animals Act 1986
    f. any other matter the Authorised Officer or the Delegated Officer reasonably believes is relevant.

Droving of livestock on roads

1. Distance to be travelled:

An Authorised Officer or a Delegated Officer must be satisfied that the livestock subject of the droving permit application are able to travel:

a. seven kilometres each day (for livestock that is not cattle)

b. nine kilometres each day (for cattle)

in one direction toward its destination.

2. Roads to be travelled:

The roads proposed to be travelled must not:

a. be in use at the time proposed for the purpose of droving of other livestock

b. be carrying such a volume of traffic or in such condition or being used for other purposes at the time proposed for droving that it would be impracticable

c. contain areas that have been designated as high conservation status.

3. Application documentation:

An Authorised Officer or a Delegated Officer must be satisfied that the owner, drover or the person in charge of the livestock has:

a. paid all fees determined by the Council and provide any bond, guarantee or indemnity requested by the Council

b. provided satisfactory evidence of an ability to adequately water and feed the livestock and to safely contain them overnight

c. provided a declaration of their knowledge of the health and fitness of the livestock in a form acceptable to the Council

d. supplied written confirmation of permission to travel into the next municipality if relevant

e. in respect of any declared VicRoads road, the permission of VicRoads has been obtained

f. any other matter the Authorised Officer or the Delegated Officer reasonably believes is relevant.

4. The permitted route:

The route to be travelled must be determined by an Authorised Officer or a Delegated Officer and clearly stated on the permit having regard to the following:

a. the route requested by the applicant

b. alternative routes

c. the number of livestock involved

d. the volume of traffic in the vicinity

e. the distance to be covered each day

f. the proposed commencing and finishing locations

g. the duration and/or frequency of livestock droving proposed

h. the sensitivity or status of vegetation on that route

i. the health and condition of the livestock and the condition of the roads

j. the potential for livestock to spread noxious or environmental weeds

k. any other matter the Authorised Officer or the Delegated Officer reasonably believes is relevant.

5. Permitted droving conditions:

A person who is in charge of livestock which is being driven on a road must ensure that:

a. the livestock is supervised and under effective control at all times by a person who is competent in the management of such livestock

b. livestock camped overnight is enclosed by a substantial and secure barrier so as to prevent escape or danger to other road users

c. proper disposal takes place of any carcass of any livestock that die on the road and are under that person's charge

d. the livestock is only driven on any road during daylight hours

e. the livestock is not driven on roads which the Council or an Authorised Officer has notified the person must not be used for the droving of livestock

f. thee is compliance with the provisions of the Livestock Disease Control Act 1994 and the Prevention of Cruelty to Animals Act 1986

g. any other matter reasonably the Authorised Officer or the Delegated Officer believes is relevant in the circumstances.

BUSINESS AND BUILDERS

BUSINESS

44. REMOVING OR ALTERING THE OUTDOOR EATING FACILITY

1. An Authorised Officer or Delegated Officer may have regard to the following in determining whether an Outdoor Eating Facility should be removed or altered for the purposes of public safety:
    a. The location of the Outdoor Eating Facility, and in particular, if the Outdoor Eating Facility is in close proximity to traffic or other safety risks
    b. Whether there have been complaints or incidents affecting public safety within or in close proximity to the Outdoor Eating Facility
    c. Any risk assessments or other analysis or data indicating that the Outdoor Eating Facility poses a not insignificant risk to public safety
    d. Changes to the immediate vicinity or environment of the Outdoor Eating Facility that have created safety risks subsequent to the establishment of the outdoor eating facility

45. COLLECTIONS

1. In determining whether to grant a permit for house to house collections or house to house trading, an Authorised Officer or a Delegated Officer must, where relevant, have regard to the following:
    a. For the sale of any goods or services from a road or any Council land, refer to the permit required under clauses 39 and 40 of the Local Law. The sale of goods or services from any private property is subject to a permit under the Planning Scheme
    b. For a permit for collections, a limit should be imposed on the total number of collection permits to be granted (averaging per annum no more than one per month per location or postcode area) and a preference to be given to volunteer collectors for charitable organisations benefiting the Municipal District
    c. Whether the organisation has already received a permit in any particular year for the location or area sought
    d. The times and days it is proposed to collect
    e. The matter or thing to be collected and/or distributed
    f. Whether an indemnity/guarantee has been provided to the Council
    g. If the person or organisation is collecting on a pubic carriageway from passing vehicles, whether the person or organisation has a current public liability policy of insurance for at least $10 million and has produced a Certificate of Currency
    h. The areas in which the collections would take place
    i. Any other matter the Authorised Officer or the Delegated Officer reasonably believes is relevant

46. ASSET PROTECTION – DRAINAGE TAPPING

See Clause 47: Asset Protection – Occupying or Opening a Road or Council Land below.

47. ASSET PROTECTION – OCCUPYING OR OPENING A ROAD OR COUNCIL LAND

1. In considering whether to issue an asset protection permit for the occupying or opening of a road or Council land or for drainage tapping, and/or the conditions applicable to that permit, the Authorised Officer or a Delegated Officer must, where relevant, have regard to the following:

    a. The application for an asset protection permit in relation to the occupying or opening of a road or Council land and a drainage tapping permit must be by way of a written request together with, where appropriate, plans approved by a building surveyor, or if occupying a road or Council land, an appropriate traffic management plan

    b. Whether a security bonds or guarantee is required (see also Clause 48(d) of this Manual)

    c. The applicant must pay the permit application fee (or the fee due must have been made subject to an approved payment system) before the application is processed, and must pay any other fee or security bond required before the permit is issued

    d. The Authorised Officer or the Delegated Officer may issue permit conditions with regard to any excavation, temporary seal, safety signage for traffic and pedestrians, site cleanliness, final permanent repairs, the manner of drainage tapping and the restoration of any nature strip, reserve surface, road pavement, footpath, kerb and channel, drain, compacting and road marking

    e. Where the permit is for occupying a road or Council land that impacts roads, the date, times and extent of traffic disruption and the overriding safety of other road users, including pedestrians, must be considered and specific conditions incorporated in the permit

    f. Permit conditions should include the requirement that any extension of time required under the permit for the completion of any occupying or opening of a road or Council land, must be notified to the Council in advance of the expiration of the permit and any extension of time requested, which if granted, may include additional conditions on the activity

    g. A drainage tapping to a legal point of discharge is for the purpose of rain water only. Any other discharge intended must be revealed on the application and is subject to approval by the Authorised Officer or the Delegated Officer. Additional information regarding the source, quality, chemical and biological content, quantity and frequency of any other discharge should be given

    h. Any other matter the Authorised Officer or Delegated Officer reasonably believes is relevant.

48. ASSET PROTECTION – BUILDING WORKS

1. When considering whether or not to request a security bond or guarantee in relation to asset protection and building or other works, Council or an Authorised Officer or a Delegated Officer must, where relevant, have regard to the following:
    a. the nature and location of the proposed building or other works
    b. the duration of the proposed building or other works
    c. the condition of the roads, land and other Council assets
    d. an appropriate sum for the security bond or guarantee given the potential risk per Sub-clause 48 (5) of the Neighbourhood Amenity Local Law 2024, as amended from time to time
    e. applicant's history of compliance with reinstatement requests
    f. any other relevant matter the Authorised Officer or the Delegated Officer reasonably believes is relevant
    g. any written request by Council for a security bond or guarantee under Sub-clause 48 (4b) of the Neighbourhood Amenity Local Law 2024, as amended from time to time, must specify:
        i. the amount of the security bond or guarantee
        ii. the period within which the security bond or guarantee must be delivered to the Council
        iii. that a person who commences or permits any building works to commence without complying with a requirement for a security bond or guarantee, is guilty of an offence under the Local Law
    h. when the building or other works have been completed the owner or occupier of the land or their authorised building agent must advise the Council in writing, and the Council must then follow Sub-clauses 48 (6) and (7) of the Neighbourhood Amenity Local Law 2024, as amended from time to time, in retaining, refunding or seeking a supplementary payment to the security bond or guarantee.

ALCOHOL AND SMOKING

54. POSSESSION AND CONSUMPTION OF LIQUOR ON ROADS

It should be noted that permission to possess or consume alcohol on a road is contrary to general principles of public safety. Any application would require significant planning, justification and documentation (such as a street event involving road closures).

55. POSSESSION AND CONSUMPTION OF LIQUOR AFTER SUNSET IN MUNICIPAL PLACES OTHER THAN A ROAD

1. In determining whether to grant a permit for the possession and consumption of between sunset and sunrise in any municipal place or foreshore reserve other than a road, or in the unusual case of on a road, an Authorised Officer or a Delegated Officer must, where relevant, have regard to the following guidelines:
    a. Whether an event permit is more appropriate in the circumstances
    b. The nature, duration and location of the event or social gathering involving liquor
    c. Whether a permit for possession and consumption of liquor should ban glass containers
    d. The land use of adjoining allotments and the general amenity of the neighbourhood
    e. The effect on the quiet enjoyment of other persons likely to be using or traversing the area
    f. Whether the location has a verifiable history of alcohol-related offences or alcohol-behavioural problems
    g. The proximity of existing licensed premises
    h. The impact, if any, on businesses and tourism;
    i. Whether the surrounding community has been consulted and any comments or submissions received
    j. Any advice offered by Victoria Police or any other relevant public authority
    k. Any other matter an Authorised Officer or Delegated Officer reasonably believes is relevant.

56. SALE AND CONSUMPTION OF LIQUOR ON ROADS ADJOINING LICENSED PREMISES

[Note this clause of the Local Law enables Council to issue a Local Law Permit to Licensed Premises for the consumption of alcohol in their alfresco dining area in circumstances where they are unable to extend their Licensed area to include the footpath via the normal means under the Liquor Control Reform Act 1998. i.e. General Licence with off premises component]

1. In determining whether, and under what conditions, to grant a permit for the sale and consumption of liquor on roads adjoining licensed premises, the Authorised Officer or the Delegated Officer must, where relevant, have regard to the following:
    a. Does the premise currently have an Alfresco Dining Permit
    b. Does the premise currently have a license to serve alcohol issued under the Liquor Control Reform Act 1998 and is unable to extend the current red line area to cover the alfresco area
    c. the nature of the existing licensed business, whether primarily a café, restaurant or retail business or, less desirably, primarily a service of alcohol and/or night-time entertainment venue
    d. whether the applicant's business, or the location has a verifiable history of alcohol-related offences or alcohol-behavioural problems
    e. any advice sought or received from any other Directorates or business units of Council
    f. any advice sought and received from the Victoria Police or any relevant other public authority
    g. the impact that an increased number of patrons and the service and consumption of alcohol on a footpath will have on the amenity of the surrounding areas
    h. whether Council's permit hours should be the same or be more limited than the existing liquor license for the site
    i. whether Council's permit should be conditional upon patrons being seated while consuming alcohol and some form of food service being available in the area that is the subject of the application
    j. any other matter the Authorised Officer or the Delegated Officer reasonably believes is relevant.

60. SMOKE FREE AREAS IN MUNICIPAL PLACES

1. In preparing a report to Council for a resolution declaring an area within a Municipal Place as a smoke free area or a non-smoking area, Council officers must, where relevant:
    a. Prepare and implement a community and internal stakeholder consultation plan
    b. Provide a summary of comparative municipality initiatives
    c. Prepare an analysis of enforcement issues, including procedures and estimated costs to Council
    d. Prepare a report for Council summarising all of the above, including a recommendation for an area to be declared a 'smoke free area'
    e. Ensure that appropriate signage is erected and maintained in the Municipal Place or that part of it subject to the Council smoke free declaration.

67 USE OF MUNICIPAL RESERVES - PERMITTED USES

Note that the requirement for a Permit in Municipal Reserves and Foreshore Reserves is to be able to respond to environmental, safety and social factors, often on a seasonal basis, in a similar fashion to seasonal control of dogs off-lead. For example, it may be environmentally detrimental to allow aircraft such as drones to fly within close proximity of nesting hooded plovers.

1. In determining whether to grant a Permit, an Authorised Officer or Delegated Officer must have regard to:
    a. The time and location of the intended activity including its proximity to residential properties, children's play areas, environmentally or culturally sensitive areas and general public usage of that area
    b. Whether the intended activity may create unreasonable noise or disruption to others in the near vicinity
    c. The likely impact of the intended activity on fauna or flora in the near vicinity
    d. Other likely environmental impacts of the intended activity
    e. Any safety issues associated with the intended activity
    f. Information or advice about the intended activity from a professional, recreational, environmental or cultural organisation or person
    g. Any complaints from the public or other feedback from the community about the intended activity
    h. Any other matter an Authorised Officer or Delegated Officer believes is relevant.

MUNICIPAL PLACES, RESERVES, LAND FILL SITES AND BUILDINGS

70. CAMPING ON COUNCIL LAND OR A ROAD

1. In determining whether to grant a permit to allow camping on Council land or a road in an area which is not a licensed caravan park and has not been declared by the Council to be a 'camping area', the Council or an Authorised Officer or a Delegated Officer must, where relevant, have regard to the following:
    a. The location of the proposed camping land and the surrounding assets and amenity
    b. The land-use of, and likely impact on adjoining allotments
    c. The distance to the nearest dwelling or other commercial or public building
    d. The suitability of the land for camping
    e. The number of tents or other structures to be located on the land
    f. The length of time the tents, campervans or other structures that will be erected or moved onto the land
    g. The availability of sanitary facilities to the land
    h. Any likely damage to be caused
    i. If the Authorised Officer or the Delegated Officer reasonably believes the camping on Council land or a road will create a traffic hazard, obstruction or other risk to the public, the applicant may be required to take out appropriate public liability policy of insurance and prior to the issue of the permit the Council must be provided with a Certificate of Currency of the public liability policy of insurance for the application
    j. Whether the applicant will need to implement a traffic management, waste management plan or any other risk management plan that may be deemed necessary by an Authorised Officer or Delegated Officer
    k. Any other matter the Authorised Officer or Delegated Officer reasonably believes is relevant to the application.
2. In determining whether a breach of permit has occurred or whether to issue, vary or cancel a permit to camp or occupy a campsite on Council land or a road the Council or an Authorised Officer or a Delegated Officer must, where relevant, have regard to whether the applicant campers are compliant with the following campsite guidelines:
    a. At all times maintaining the campsite in a clean and tidy condition including but not limited to no unconstrained rubbish which is likely to become litter
    b. Prior to vacating the campsite, removing all litter (including remnant human excreta and toilet paper) and other refuse from the campsite to a Council authorised disposal point
    c. Not camping within 10 metres of any river, stream, spring, creek, dam, bore or water course
    d. Not disposing of any soap, detergent or similar substance less than 30 metres from any river, stream, spring, creek, dam, bore or water course
    e. Providing approved toilet facilities
    f. Disposing of the contents of any chemical toilet only at a Council approved site
    g. Not lighting or maintaining any campfire or campsite barbeque using solid fuel in the open air unless:
        i. it complies with the requirements of Clause 13 Burning Materials
        ii. the fire is contained in an approved fireplace
        iii. the ground and airspace are clear of all potentially flammable material within a distance of 3 metres from the outer perimeter and uppermost point of the fire
        iv. the fire does not occupy an area exceeding one square metre
        v. the dimensions of any solid fuel used are the minimum necessary for the purpose
        vi. solid fuel does not exceed 1 metre in length
        vii. the day is not a declared Total Fire Ban or Code Red Day (i.e. no fires may be lit in anyway in the open on those days)..

71. PARKING ON A MUNICIPAL RESERVE

1. In determining whether to issue a permit for parking a motor car, motor cycle or other motor vehicle on any part of a Municipal Reserve or Foreshore Reserve, an Authorised Officer or a Delegated Officer must, where relevant, have regard to the following guidelines:
    a. Whether adequate parking is otherwise available in the immediate vicinity
    b. Whether parking will obstruct driver or pedestrian views of traffic in the area
    c. The likely risk to the public and other lawful users of the reserve
    d. Whether vehicle and pedestrian users of the reserve can be adequately separated
    e. The time of day, duration, frequency and number of vehicles proposed to be parked
    f. The likely risk to Council assets, including the vegetation or grass surface of the reserve
    g. Whether indemnity and or public liability insurance should be required
    h. If a vehicle standing area is to be constructed:
        i. Whether planning or building permits are required
        ii. Whether relevant Council departments have made comment
        iii. Whether this can be done without unduly interfering with the amenity of the area
        iv. Whether the construction ensures adequate protection and drainage of the reserve
        v. Whether the applicant has advertised the proposal and the nature of any submissions
        vi. Whether the applicant is prepared to guarantee to meet the cost of any construction or any future repair or replacement of that construction or any reinstatement of the reservation and meet the fee for any permit
    i. Any other matter that the Authorised Officer or the Delegated Officer reasonably believes is relevant to the circumstances.

74. SCAVENGING AT MUNICIPAL LANDFILL SITES, RECYCLING AND WASTE TRANSFER FACILITIES AND RESOURCE RECOVERY CENTRE

1. In determining whether to grant a permit under sub-clause (1), Council must, where relevant, have regard to the following:
    a. The maximum number of people, time of day, duration, frequency and location of the scavenging
    b. The risks to the safety of the persons applying for approval to scavenge
    c. The nature of material to be scavenged and any limits to be placed upon it
    d. The recyclable value of the material to Council and whether a variable fee should apply
    e. The safety of the other users of the site
    f. The number of other current permits issued for the same purpose
    g. Any other matter that the Authorised Officer or the Delegated Officer reasonably believes is relevant to the circumstances.

75 AND 77. TEMPORARY SUSPENSION NOTICE AND NOTICE OF PROHIBITION FROM ENTRY

When considering whether to issue a temporary suspension notice or a Notice of Prohibition from Entry and the procedure to be undertaken for issuing such notices, an Authorised Officer, Delegated Officer or member of Council staff must have regard to the following:

Temporary suspension notice

Council has obligations to ensure that its Municipal Buildings are safe and inclusive, for staff and members of the public, and that its facilities are in a fit and safe state for use by the public. To this end, an Authorised Officer, a Delegated Officer or member of Council staff (collectively referred to here as "Officer") may issue a person with a temporary suspension notice if the Officer reasonably believes that the person is behaving in a way that contravenes clause 75 of the Local Law.

1. An Officer is required to have regard to the following matters before issuing a temporary suspension notice on a person:
    a. The location of the Municipal Building where the behaviour occurs, and the duration and frequency of the behaviour
    b. The nature of the behaviour including whether it is likely to cause concern or offence to those present where the behaviour occurs, or damage to Council property or facilities
    c. Complaints about the behaviour from other members of the public, Council staff or contractors
    d. The risks to safety (including physical, psychological and cultural) of the behaviour to others present
    e. Whether the person has been advised that the behaviour is not acceptable in that location and why, if applicable
    f. Whether the person has been requested to cease the behaviour and the person's response to that request
    g. Whether any other reasonable, safe and proportionate response is available to the Officer in the circumstances
    h. Any site-specific condition of entry that may also be applicable to the particular Municipal Building, for example, specific conditions applicable to entry to swimming pools
    i. If the person is a minor, whether the person's parent or guardian is present and can be spoken with
    j. Any other matter that the Officer reasonably considers is relevant.

Notice of Prohibition from entry

Authorised Officer or a Delegated Officer (referred to here as "Officer") may issue a person with a Notice of Prohibition from Entry (referred to here as a "prohibition from entry") to any specified municipal building or service location for a specified period of time not exceeding one year.

1. Before issuing a prohibition from entry, the relevant Officer must first consider the following matters:
    a. Whether the person is reasonably believed by the Officer to represent an ongoing and serious threat to the safety or well-being of other lawful users, visitors, Council staff or property in any Municipal Building or service location, whether or not any other offence has been admitted, proven or prosecuted under this local law or any other law
    b. the use of a prohibition from entry is considered to be a reasonable and proportionate response in the circumstances
    c. Any other mechanisms, policies or actions reasonably available to resolve the issue that the proposed prohibition from entry relates to
    d. the obligations of Council and its individual Officers to provide and ensure a safe work place for both employees and customers
    e. whether the person has been given a reasonable opportunity to present their point of view to the Authorised Officer or Delegated Officer deciding the matter.

f. In order to ensure that the person has been given a reasonable opportunity to present their point of view, the following process should be followed, or if not followed, reasons documented for why it has not been followed:

   i. the person is permitted to present their case accompanied by another person of choice, except that the second person may only advise but not represent, act for, or speak on behalf of the person, unless the person is a minor or has a special need

   ii. the person must be told the reasons for Council considering the issuing of a prohibition from entry the penalties for breaching any prohibition and the appeal process if a prohibition from entry is issued

   iii. If a prohibition from entry is issued, it must be issued in writing, and either handed personally to the person, or delivered to their normal address via registered mail. It must set out the places, period, penalties and reasons for the prohibition from entry being issued, and the appeal process available to the person.

ADMINISTRATION, PERMITS, APPEALS, FEES AND PENALTIES

81. POWER TO DIRECT – NOTICE TO COMPLY

1. When considering whether to issue a Notice to Comply, an Authorised Officer or a Delegated Officer must, where relevant, have regard to the following:
    a. a Notice to Comply must state:
        i. the offence which is being committed
        ii. the time within which the breach (to which the Notice to Comply relates) must be remedied
        iii. any consequence or penalty that may apply if the person served with a Notice to Comply fails to remedy a situation in accordance with the Notice to Comply
    b. the time specified in a Notice to Comply must be reasonable in the circumstances, and what will be reasonable will vary depending on the matters to be remedied but should take into account, if applicable:
        i. the amount of work to be performed in order to observe the notice
        ii. the degree of difficulty required to comply
        iii. the availability of necessary materials or other necessary items
        iv. climatic conditions
        v. the degree of risk or potential risk; and
        vi. any other relevant factor that the Authorised Officer or Delegated Officer reasonably believes is relevant in the circumstances.

82. POWER TO DIRECT – IN PERSON

The considerations for determining the issue of an In Person DIRECTION, are the same considerations as detailed in Clause 81.

83. POWER TO ACT - URGENT CIRCUMSTANCES

When considering whether action to remedy urgent circumstances exists, an Authorised Officer or Delegated Officer must, where relevant, have regard to the following:

1. What is regarded as urgent circumstances and whether action should be taken will depend on the circumstances of each situation. Factors to be taken into consideration may include:
    a. whether, in the reasonable belief of the Authorised Officer or Delegated Officer, there exists an urgent risk or threat to:
        i. public health
        ii. public safety
        iii. the environment
        iv. animal welfare
        v. any property
    b. whether any urgent action proposed to be taken extends no further than is necessary to cause the immediate abatement of, or to minimise the risk or danger involved
    c. whether the owner or the occupier of the premises or property affected is not known or cannot be found
    d. whether allowing the directly concerned persons to be heard will cause unacceptable delay in rectifying or reducing an urgent risk
    e. whether the need to take action is sufficiently urgent, and that the time involved or difficulties associated with the serving of a written warning or Notice to Comply may place a person, or any animal, property or thing at risk or in danger
    f. whether, if practicable, a senior officer has been given prior notice of the proposed action
    g. If urgent action is taken:
        i. the urgent action taken must not extend beyond what is necessary to cause the immediate abatement of, or to minimise the risk or danger involved
        ii. a senior officer of Council is informed of the action taken as soon as possible
        iii. details of the failure and remedying action are, as soon as possible, forwarded to the person on whose behalf the action was taken.

84. POWER TO IMPOUND

1. When considering and/or exercising the power to impound (and dispose of), an Authorised Officer or Delegated Officer must, where relevant, have regard to the following:

    a. An Authorised Officer or Delegated Officer may decide that the nature of the item impounded is such that it would be impracticable to return the item to the person from whom it was impounded or the owner, for example an item of no intrinsic value such as an impounded open container of alcohol. In such a case the impounded item should be disposed to waste

    b. In all other cases as soon as possible after the impounding and where it is practicable to do so, the Authorised Officer or Delegated Officer will serve a Notice of Impounding on the owner or persons responsible for the animal or item which has been impounded, setting out the fees and charges payable and the time by which the animal or thing must be retrieved

    c. If an impounded animal or item is not retrieved within the time specified in the Notice of Impounding or Notice of Seizure, an Authorised Officer or Delegated Officer may take action to dispose of the impounded animal or item

    d. If the identity or whereabouts of the owner or person responsible for the impounded animal or item is unknown, the Authorised Officer or Delegated Officer must take reasonable steps to ascertain the identity or whereabouts of that person

    e. In disposing of an impounded item an Authorised Officer or Delegated Officer will have regard to the following:

        i. where the item is considered by the Authorised Officer or Delegated Officer to have a saleable value of $500 or less, it may be disposed of in the most economical way, as determined by the Authorised Officer or Delegated Officer

        ii. where the item is declared by the Authorised Officer or Delegated Officer to have a saleable value in excess of $1,000, the item may be disposed of by tender, public auction or private sale, or failing sale, may be given away or disposed of at the discretion of the Authorised Officer or Delegated Officer

        iii. when choosing which method of disposal by sale, the Authorised Officer or Delegated Officer will consider the following matters:

            - if the total estimated value of the impounded animal or thing is unknown, expert advice should be sought to obtain an estimate of its value
            - if the estimated value exceeds $ 3,000, disposal should be by way of tender or public auction first, and only by way of private sale if the animal or thing fails to sell by tender or public auction
            - sale of impounded animals or things by any means and of any value must be fully documented

    f. In disposing of an impounded animal, the Authorised Officer or Delegated Officer must take all reasonable endeavours, where appropriate, to have the animal placed in an animal welfare shelter or similar

    g. Any proceeds from the disposal of an impounded animal or item under the Local Law will be paid to the owner or the person who, in the opinion of the Council, appears to be authorised to receive the money less the reasonable costs and expenses incurred by the Council in the administration of this clause in the Local Law

    h. In the event that the owner cannot be identified or located within 6 months of serving the Notice of Impounding, any proceeds described in that guideline cease to be payable and may be retained for municipal purposes

    i. Any other matter that the Authorised Officer or the Delegated Officer reasonably believes is relevant to the circumstances.

86. PERMITS

1. In relation to the exercise of the discretion under the Local Law for the processing of permit applications and the issuing of permits, an Authorised Officer or Delegated Officer must, where relevant, have regard to the following factors, considerations and circumstances:

    a. Whether additional information is required before dealing with an application

    b. Any relevant Council policy

    c. Any submission made in respect to the application

    d. Any submissions that may be made in respect of the application by a Council Directorate or business unit, any government or public body, any community organisation or other person

    e. Whether the appropriate fee or charge has been paid or made subject to an approved payment system, which must occur before the application can be processed

    f. Whether or not public notice, or written notice to specified adjoining landholders or other parties in relation to the permit application inviting submissions, has been made or will be made

    g. Whether the applicant is a service authority or a person employed by, or acting on behalf of, a service authority that is not required to obtain a permit in respect of activities for the purposes of the service authority, although is nevertheless required to notify the Council of any activity prior to its commencement

    h. Whether the applicant has been exempted by Council from the requirement to obtain a permit, although this exemption may be subject to certain conditions being met and maintained during the term of an exemption and the exemption may be modified or cancelled in the same way as a permit

    i. Whether the rectification, remedying or restoration of a situation or circumstance is required prior to the issuing of a permit or as a condition of any permit

    j. Before issuing a correction to a permit, whether the value, importance and impact of any correction warrants making the correction when compared with those works already undertaken, or expenses already incurred, under the existing permit that might be adversely impacted in time lost and/or new expense to the permit holder by the issue of the correction to the permit

    k. Whether the consent of the owner has been obtained where the applicant is not the owner of the property for which the permit is sought

    l. Whether this application is or should be conditional upon the granting of some other permit, which may be required by the Council whether under the Local Law or otherwise

    m. Whether the permit should be subject to the happening of an even

    n. In what way a time limit should be applied by specifying the duration, commencement, completion date and termination date

    o. Any other matter which the Council officer reasonably believes in the circumstances is relevant to the exercise of this discretion.

88. EXEMPTION FROM PERMIT, PERMIT FEE OR OTHER FEE WAIVER

1. In considering whether to recommend a permit exemption or a permit fee waiver or other fee waiver, an Authorised Officer or Delegated Officer must, where relevant, have regard to the following guidelines:
    a. Each request for an exemption from a permit, permit fee waiver or other fee waiver must be treated on its individual merits, considering the factors set out below, but in the absence of clear or strong justification, should not be recommended
    b. All of the following matters are to be taken into consideration:
        i. why does the normal permit and its relevant fee structure not work in this case and can these matters be resolved?
        ii. is the proposed activity or other behaviour of such a kind as to not be contemplated by, or capable of, being encompassed within the standard relevant permit or permit fee structure?
        iii. would an exemption from a permit or waiver of a permit fee or other fee seriously increase public risk or Council liability from the proposed activity or behaviour?
        iv. how will the community benefit directly or indirectly from the planned activity, which will be seriously inhibited or prevented by the required permit or relevant fee?
        v. are there overriding special circumstances related to an individual's or a group's personal disadvantage that would consequently be unfairly or unjustly impacted by the normal required permit or relevant fee?
        vi. would issuing this permit exemption and or permit fee waiver set a public policy precedent for similar applications, in which case, should any recommendation be subject to Council approval?
        vii. what are the appropriate conditions, limitations (including time limitations and public liability insurance) which should be included in any letter of exemption from a permit or waiver of permit fee?
        viii. has the applicant party been warned that permit exemptions and permit fee waivers or other fee waivers may be subject to conditions and may be cancelled or varied at any time if those conditions are broken?
    c. Any other matter which the Authorised Officer or Delegated Officer reasonably believes in the circumstances is relevant to the exercise of this discretion.

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CITY OF GREATER GEELONG

Local Government Act 2020 (Vic)

GREATER GEELONG CITY COUNCIL

NEIGHBOURHOOD AMENITY LOCAL LAW 2024

Certificate of compliance with the Local Law Requirements

The Greater Geelong City Council is proposing to make the Neighbourhood Amenity Local Law 2024 (proposed Local Law).

In accordance with section 74(1) of the *Local Government Act 2020* (Vic), I have assessed the proposed Local Law.

Local Law Requirement	Proposed Local Law
A local law must not be inconsistent with any Act (including *the Charter of Human Rights and Responsibilities Act 2006*) or regulations (Legislation)	Yes. The proposed Local Law refers to relevant State legislation in order to support consistency in various legislative definitions. It acts in parallel with other relevant legislation. The proposed Local Law is considered to be compatible with the *Charter of Human Rights and Responsibilities Act 2006.*
A local law must not duplicate or be inconsistent with a planning scheme that is in force in the municipal district	Yes. The proposed Local Law does not duplicate a planning scheme.
A local law for or with respect to the issuing of film permits must not be inconsistent with the film friendly principles	Not applicable. Film permits are not referred to in the Local Law.
A local law must not exceed the power to make local laws conferred by the Act or any other authorising Act	Yes. The proposed Local Law does not exceed the scope of Council's powers to make Local Laws under the Act or any other authorising Act.
A local law must be consistent with the objectives of the Act or any other authorising Act	Yes. The proposed Local Law is consistent with the objectives of the Act.
A local law must be expressed as clearly and unambiguously as is reasonably possible	Yes. The proposed Local Law has been drafted in a way to make it as clear and unambiguous.
Unless there is clear and express power to do so under this Act or any other authorising Act, a local law must not:	Yes. The proposed Local Law:

• seek to have a retrospective effect • impose any tax, fee, fine, imprisonment or other penalty • authorise the sub-delegation of powers delegated under the local law	• does not seek to have retrospective effect • imposes penalties consistent with section 79 of the Act • does not authorise the sub delegation of any powers.
A local law must comply with any details prescribed in the regulations relating to the preparation and content of local laws	Not applicable as no such regulations exist

I, Jennifer Patterson, Managing Special Counsel, certify that I:

1. Am an Australian Lawyers who has been admitted to the legal profession for at least 5 years
2. That I am not a Councillor of Council
3. That I have reviewed the proposed Local Law against the local law requirements set out in section 72 of the *Local Government Act 2020* and I am of the opinion that the proposed Local Law is consistent with those local law requirements.



Signed by Jennifer Patterson in Victoria on 4 August 2024

CITY OF GREATER GEELONG

Neighbourhood Amenity Local Law Review

SUMMARY REPORT

City of Greater Geelong

August 2023



Prepared by Converlens Pty Ltd

converlens

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Overview

This summary report presents key findings based on the feedback provided by respondents to the "Neighbourhood Amenity Local Law Review" consultation. A total of **123 responses** were received during this consultation. The consultation covered **11 surveys** reviewing different sections of the Local Law. Each survey received varying levels of responses, as follows:

- Your Council Buildings – 9 responses
- Your Landfill Sites – 2 responses
- Your Property – 42 responses
- Your Reserves – 9 responses
- Your Municipal Places – 14 responses
- Alcohol and Smoking – 1 response
- Your Business – 2 responses
- Your Vehicles – 10 responses
- Your Waste – 10 responses
- Your Animals – 24 responses
- Builders – 0 responses

Topics varied across each survey with little overlap between key themes across the consultation. There was some consistency in respondents calling for enforcement of existing laws, either in place of or in addition to any changes to the Law. A clear consensus emerged regarding the removal of clause 82(3)(f) due to its binary understanding of gender and potential discriminatory impact.

How we engaged

Community Engagement Snapshot Report

The City invited the community to provide feedback on the current Neighbourhood Amenity Local Law 2014, including what we should keep, what we should amend or remove in our new Local Law. From 2 June 2023 to 15 July 2023, the community were invited to share their ideas and issues via a survey. This feedback will be used to inform the drafting of our new Neighbourhood Amenity Local Law. The draft document will be released for community consultation in early 2024.

What did we do?

Below is a summary of the engagement:



Engagement Tool and Techniques

A project specific engagement page was developed to provide project information and methods of ways to engage with the City. An online survey was provided for community to have their say, together with the option of emailing or mailing submission.

Who we engaged with

During the consultation period more than 3,000 people visited the Neighbourhood Amenity Local Law Review have your say project page with 71 pieces of feedback provided. The Property Local Law survey attracted the majority of interest at 352 visits, Animals 180 visits and Waste 80 visits, with remainder of visits well dispersed across other categories.

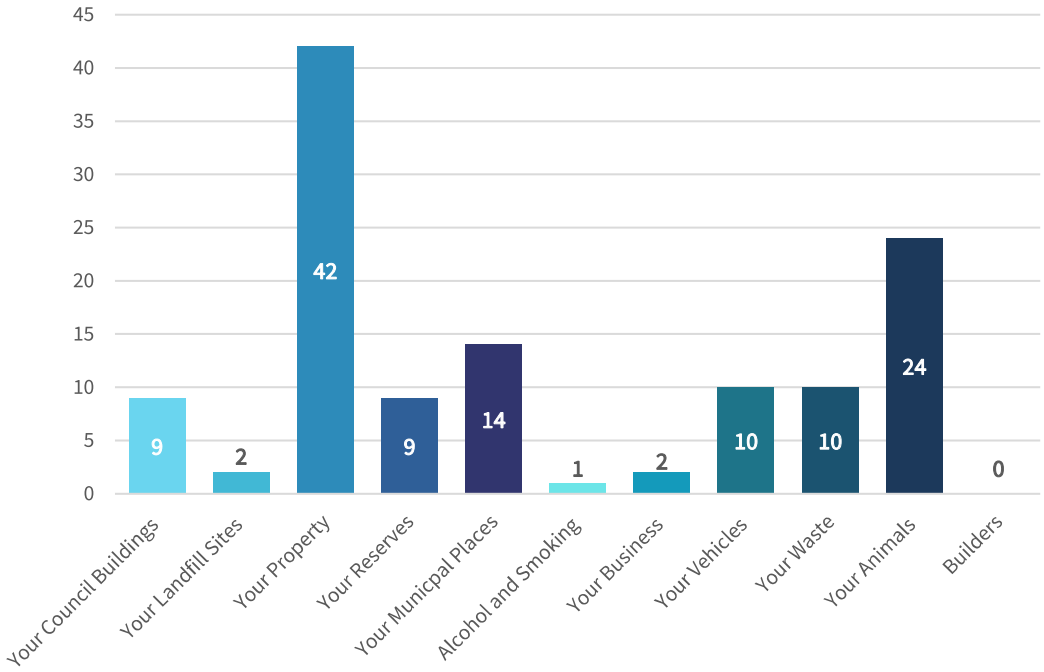
Structured Data

Structured Data

Survey Responses

123 RESPONSES | 100% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Figure 1: Chart of responses per survey



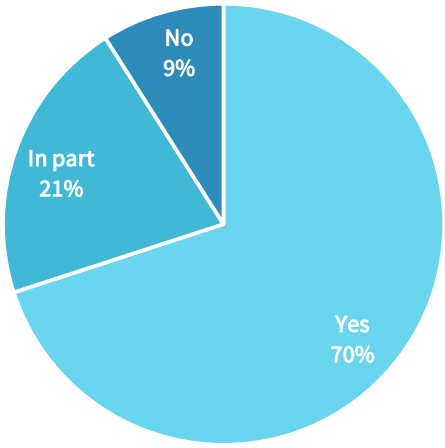
A total of 11 surveys were presented to respondents for comment. 123 responses were received. The “Your Property” survey received the highest volume of responses, accounting for approximately 34% of total responses received across all surveys. This was followed by the “Your Animals” survey, accounting for around 20% of total responses received. “Your Municipal Places” received 14 responses (11%), “Your Vehicles” received 8%, as well as “Your Waste” with 8%. The surveys “Your Council Buildings” and “Your Reserves” both received 7% of responses. Only 2 responses were received for both the “Your Business” survey and the “Your Landfill Sites” survey. One response was received for the ”Alcohol and Smoking” survey, and no responses were received for the “Builders” survey.

Have you read the Neighbourhood Amenity Local Law 2014 (the Law)?

123 RESPONSES | 100% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Respondents were asked to confirm if they had read the Neighbourhood Amenity Local Law (2014). The majority of respondents answered "Yes", they had read the Law. Approximately 21% responded that they had read the Law "in part", and 9% stated "No", they had not read it.

Figure 2: Responses by read the Law



Postcode

123 RESPONSES | 100% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Figure 3: Map of responses by Postcode

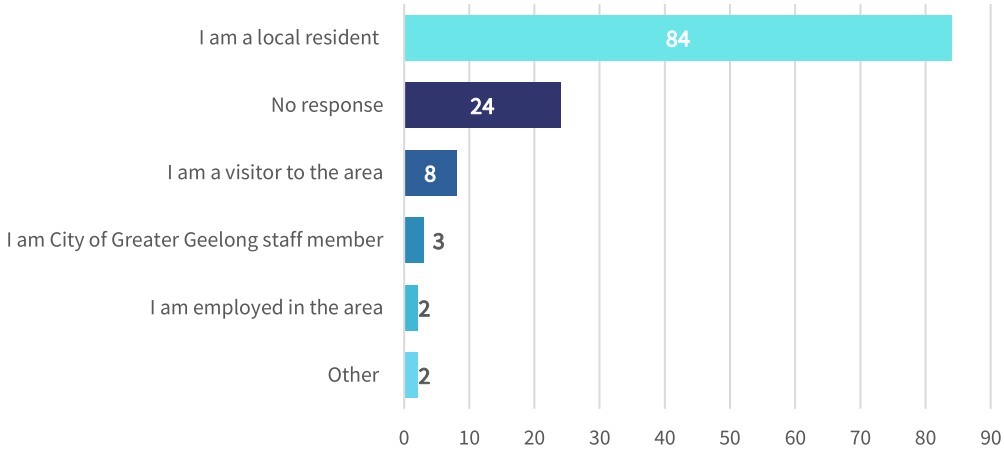


A total of 23 different postcodes were provided by respondents, the majority of which were from Victoria. The postcode "3216" was most frequently provided, with around 22% of responses. One respondent provided a Queensland postcode (4226).

Which of the following describe your connection to the area?

99 RESPONSES | 80% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Figure 4: Responses by connection to area

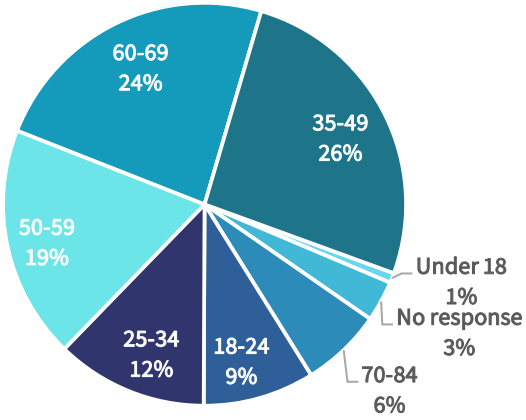


A large majority of responses (68%) were received from people who were a local resident. Approximately 7% of responses were received from people who were a visitor to the area. Three responses (3%) were received from City of Greater Geelong staff members, and two (1%) from those who were employed in the area. Two responses (1%) were received from "Other": Corangamite Catchment Management Authority and Melbourne but visits Geelong often. Around 20% of respondents did not provide an answer to this question.

Age Group

119 RESPONSES | 97% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Figure 5: Responses by age



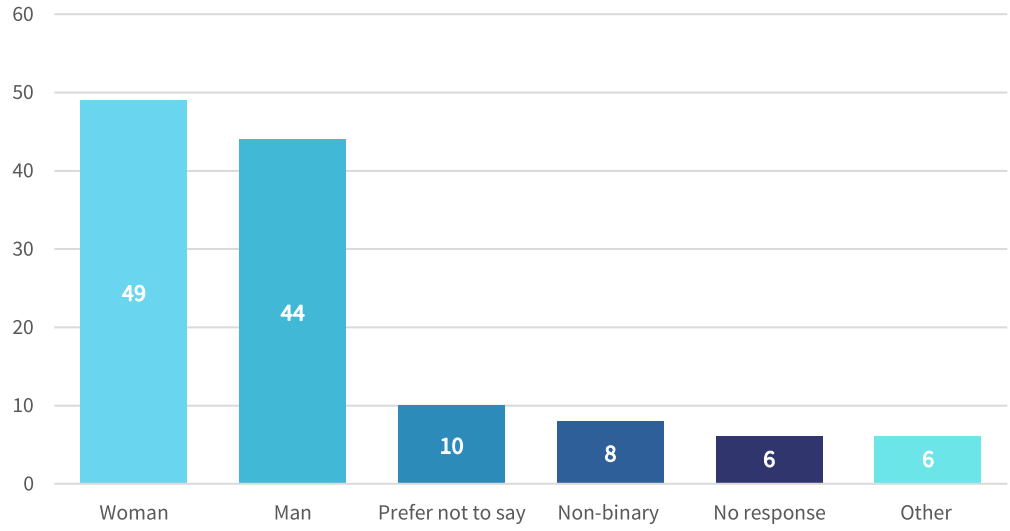
Those between the age of 35-49 accounted for the largest number of respondents (26%), closely followed by those between 60-69 (24%) and 50-59 (19%). A smaller number of responses were received from those between 25-34 (12%) and 18-24 (9%). Those between 70-84 accounted for just 6% of responses, and 1 response was received from a person Under 18. Additionally, 4 respondents did not provide a response to this question.

What is your gender?

117 RESPONSES | 95% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Women accounted for a slight majority of responses received, with approximately 40%, and Men accounted for a further 36%. Around 8% of respondents selected “Prefer not to say” and 5% did not provide an answer. Non-binary people accounted for around 6% of responses. Approximately 5% selected Other.

Figure 6: Responses by gender



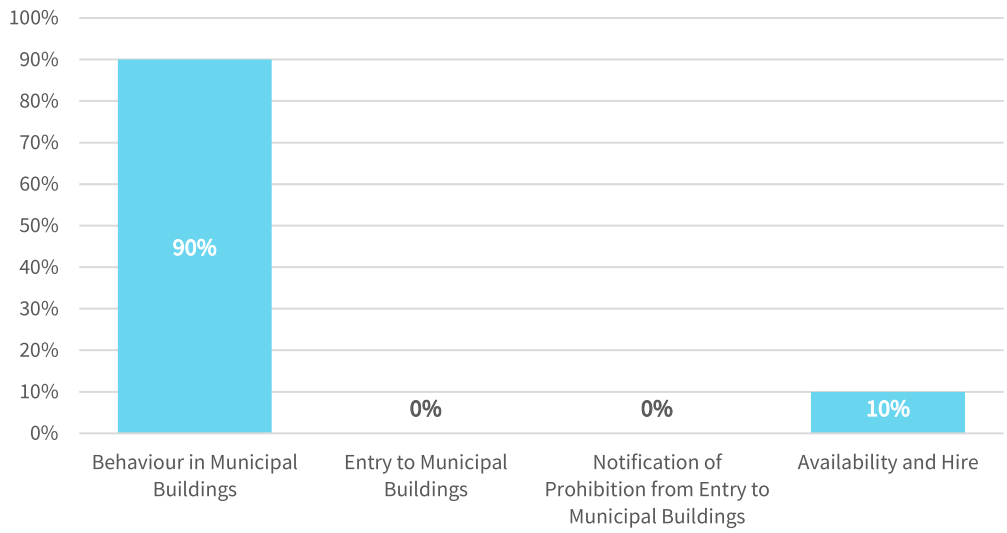
Survey Analysis

Your Council Buildings

There are 4 Local Laws in the "Your Council Buildings" section of the Neighbourhood Amenity Local Law 2014. Please tell us which of these Local Laws require changes.

9 RESPONSES | 7% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Figure 7: Change to laws (Your Council Buildings)



General feedback on this section

A total of 8 respondents provided general feedback, with almost all responses emphasising the need for all-gender toilets in new builds to ensure safety for the trans and gender diverse community. Concerns were raised about the current anti-trans climate impacting non-binary individuals and the potential for abuse due to binary restroom rules. Suggestions included engaging queer voices, implementing all-gender/single-cubicle designs, and involving the LGBTIQA+ Advisory Committee. Respondents requested the creation of gender-neutral bathrooms and the removal of clause 82(3)(f) due to its binary implications. One respondent expressed concerns about hire fees for community centres and neighbourhood houses, describing the costs as prohibitive.

VERBATIM COMMENTS

> *"Consider the safety of Geelong's many trans and gender diverse folks"*

> *"Clause 82(3)(f) is predicated on a binary understanding of gender, rendering it impossible for non-binary people to comply."*

"This law assumes that gender is binary and if the wording is not changed could be used as a basis for barring gender non-conforming individuals from accessing council facilities."

"Our local sustainability group would like to run occasional events at a neighbourhood house. But the costs prevent us doing so."

What changes are required?

A total of 9 respondents (7% of all submissions) responded to the Your Council Buildings survey. Almost all respondents to this survey (90%) selected Behaviour in Municipal Buildings and only 1 respondent selected Availability and Hire.

Respondents who selected Behaviour in Municipal Buildings predominantly discussed clause 82(3)f, with concerns noting its assumption of a binary gender concept which respondents felt could hinder trans and non-binary individuals' access to facilities. Respondents requested unisex toilets and the removal of this clause.

Additionally, one respondent noted an observed rise in damage to CCTV assets, with limitations in the definition of "municipal place" excluding certain assets and noting other land may also be crown land under management.

The respondent who selected Availability and Hire was interested in free hire for community groups.

Entry to Municipal Buildings and Notification of Prohibition from Entry to Municipal Buildings were not selected by any respondents to the survey and therefore there is no further information available regarding any required changes.

VERBATIM COMMENTS

"82 (3)(f) - this clause assumes a binary conception of gender and could prevent trans/non-binary people from being able to use municipal toilets and other facilities."

"Gender toilets need to be unisex"

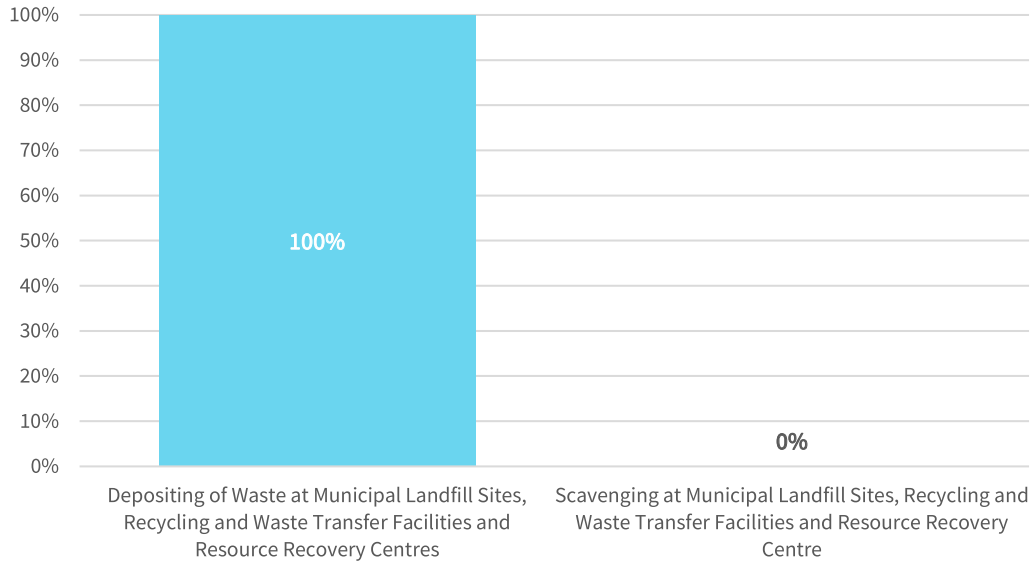
"Free hire for community groups to run meetings, events"

Your Landfill sites

There are 2 Local Laws in the "Your Landfill Sites" section of the Neighbourhood Amenity Local Law 2014. Please tell us which of these Local Laws require changes.

2 RESPONSES | 1% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Figure 8: Change to laws (Landfill sites)



General feedback on this section

Of the two responses, one expressed the laws are fine as they are. The other response highlighted individuals disposing of waste outside designated landfills due to high costs, resulting in increased expenses over time. They noted this contrasts with the potential benefits of reducing tip fees and felt the situation's apparent nature made it clear that a change is necessary.

VERBATIM COMMENTS

"They're fine as is"

"People dump rubbish anywhere but the landfill sites as it's to damn expensive…"

What changes are required?

A total of 2 respondents (1% of all submissions received in consultation) responded to the Your Landfill sites survey. Both selected “Depositing of Waste at Municipal Landfill Sites, Recycling and Waste Transfer Facilities and Resource Recovery Centres” as the law that required change. However, one respondent stated they selected the option because of the survey design, and expressed frustration at the lack of a “no changes required” option. The other respondent suggested lowering the price of tip fees.

“Scavenging at Municipal Landfill Sites, Recycling and Waste Transfer Facilities and Resource Recovery Centre” was not selected by any respondents to the survey and therefore there is no further information available regarding any required changes.

VERBATIM COMMENTS

“No laws need to be changed but you're forcing survey participants to select one.”

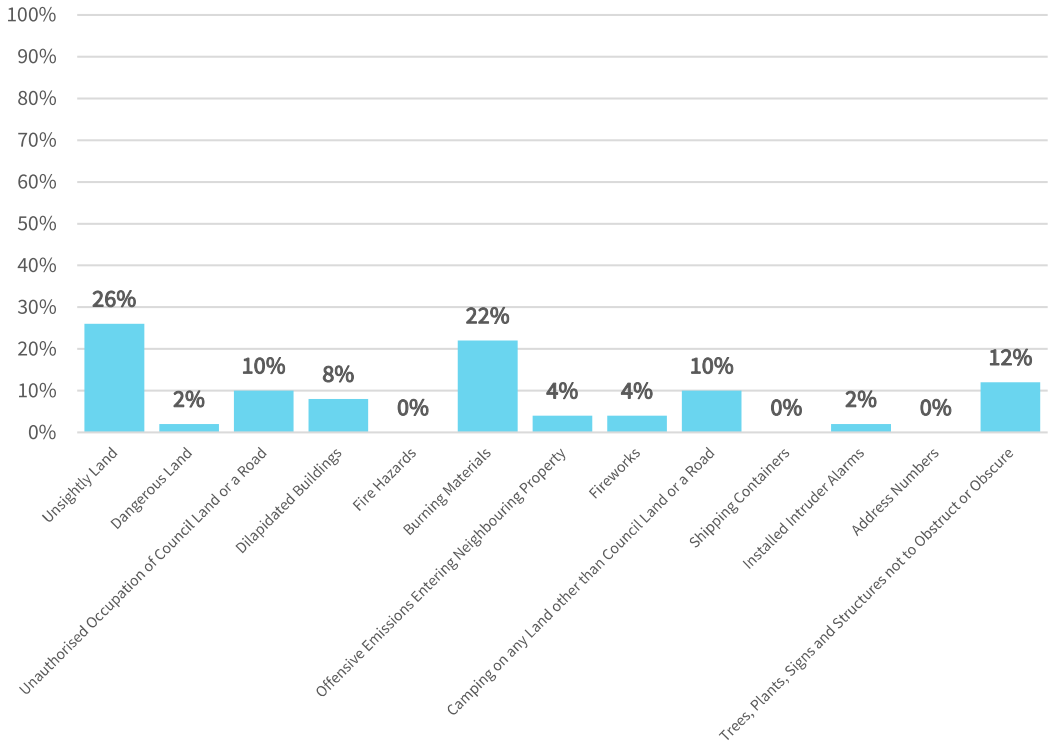
“Lower the damn price!”

Your Property

There are 13 Local Laws in the "Your Property" section of the Neighbourhood Amenity Local Law 2014. Please tell us which of these Local Laws require changes.

42 RESPONSES | 34% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Figure 9: Change to laws (Your Property)



General feedback on this section

A total of 18 respondents provided general comments on the “Your Property” section. The feedback from respondents highlighted the need for balanced property regulations that accommodate community and individual needs. This included advocating for laws that consider neighbours during redevelopment, especially to prevent overshadowing solar panels and preserve sunlight exposure. A number of respondents expressed they found the existing provisions sensible, but emphasised that enforcement should be a priority. Other respondents stressed the importance of proactive solutions, pointing out the mismatch between compliance and the actual state of properties. The feedback also emphasised the significance of reviewing regulations comprehensively, rather than piecemeal, to reflect modern technologies and community values. Respondents call for increased flexibility in deciding how to use their backyards, such as allowing outdoor fires and enabling flexible property use like tiny houses to address housing issues. The

feedback underscored the community's expectation of consistent enforcement, urging the council to ensure transparency and adherence to regulations. One respondent provided a report on Demolition by Neglect that can be accessed here: https://www.nationaltrust.org.au/wp-content/uploads/2015/09/DemolitionbyNeglect_ReneeMuratore_for_NTAV_Sept_2013.pdf.

VERBATIM COMMENTS

"Not so much changes as enforcement"

"Alot of the sections above are not enforced when they present an actual concern to the community, but most are only looked at from how easy it would be for the council officer to process. This leads to alot of trivial matter being enforced, and anything that presents a challenge being ignored."

"Provisions are largely outdated and do not recognise current technologies and community values"

"Having natural light obstructed in your home is not acceptable because of new neighbours building larger properties in established areas."

What changes are required?

A total of 42 respondents (34% of all submissions received in consultation) responded to the Your Property survey. From the selection of Local Laws requiring changes, almost half selected either "Unsightly Land" (26%) or "Burning Materials" (22%). The remaining respondents were split across the other options, with 5 respondents (12%) selecting "Trees, Plants, Signs and Structures not to Obstruct or Obscure", 4 respondents (10%) selected "Unauthorised Occupation of Council Land or a Road", and an additional 4 respondents (10%) selected "Camping on any Land other than Council Land or a Road". 3 respondents (8%) selected "Dilapidated Buildings". 2 respondents (4%) each selected "Offensive Emissions Entering Neighbouring Property" or "Fireworks". One respondent selected "Dangerous Land" and one respondent selected "Installed Intruder Alarms". Some respondents provided additional comments on other options outside of the one selected and these have been included in the commentary below.

Approximately one-quarter (26%) of responses selected "Unsightly Land". Respondents highlighted concerns about the current regulations lacking effective coverage to address community safety and well-being. Respondents expressed frustration over overgrown and neglected properties that they stated often go unaddressed unless reported. Some called for clearer definitions and enforcement, with requests for stricter standards in maintaining properties and ensuring landscaping surroundings for newly built homes. Suggestions also included time-limited rubbish dumping allowances, towing improperly parked cars, and addressing issues like camping on streets. The feedback underscored the need for proactive enforcement and greater clarity in the regulations to maintain a clean and attractive community environment.

Respondents who addressed "Burning Materials" discussed concerns regarding air quality, health, and environmental impact of burning practices. Respondents advocated for laws to discourage wood burning in urban areas due to pollution, potential health hazards, and diminishing air quality. Suggestions included banning wood heaters in new buildings, enforcing outdoor fire location standards, and implementing stricter regulations on fire pits. Others raised concerns about the spread of smoke into neighbouring properties, advocating for comprehensive bans on

outdoor fires. Some respondents called for a greater emphasis on renewable energy and information dissemination for alternative heating methods.

Respondents who addressed “Trees, Plants, Signs and Structures not to Obstruct or Obscure” were predominantly focused on the importance of enforcement and control over vegetation. Respondents encouraged proactive maintenance of public areas, prevention of overshadowing during redevelopment, and preserving access to sunlight for solar. Suggestions included solstice-based shading assessments and exceptions for deciduous trees. Other respondents advocated for clearer enforcement mechanisms to address issues like overhanging plants and obstructed vision. Some advocated for flexibility for homeowners in managing trees within their boundaries. Generally, respondents in this section called for unobstructed public spaces and access to light.

Feedback on the "Unauthorised Occupation of Council Land or a Roadwork" section highlighted inconsistent enforcement. One respondent described how parking around schools caused congestion and blocked driveways, calling for restricted parking during school hours. One respondent raised a question on whether occupying council roads included on-street parking, whilst another raised concerns about parking on nature strips, leading to narrow streets and hindering emergency vehicle access, suggesting wider roads or allocated parking spots. The danger of cars parked too closely to intersections was also noted.

5 respondents addressed “Camping on any Land other than Council Land or a Road”. Respondents expressed safety worries and raised regulatory considerations regarding camper vans or caravans parked on nature strips. Some noted their dissatisfaction with unaddressed reported violations of camping rules. Others called for extensions to time limits for temporary housing on private properties due to the housing shortage. Two respondents emphasised an urgent need to aid the housing crisis through permitting camping, however, opinions from other respondents were varied on allowing camping on private land to tackle housing affordability issues.

Respondents suggested an update to the "Dilapidated Buildings" section of the Local Law, encouraging the need for explicit guidelines on upkeep standards, whilst maintaining a balance between enforcing standards and practicality.. Proposals included preserving exterior appearance, architectural features, security, and structural integrity, along with stronger penalties for non-compliance. Two respondents raised concerns about graffiti removal timing and abandoned buildings as graffiti magnets. One response advocated for a cautious approach to avoid excessive control and penalties that don't consider property owners' economic circumstances and maintenance costs.

Respondents who addressed “Offensive Emissions Entering Neighbouring Property” called for stricter regulations on wood heaters and fire pits, considering their potential offensive emissions. Some respondents expressed frustration with excessive complaints, while others advocated for enforcing the existing Local Law on offensive emissions. Discussions underscored the need for clarity and appropriate responses to issues.

Three respondents addressed “Fireworks” citing concerns about illegal fireworks disturbing pets, causing distress, and impacting the area's amenity. Respondents expressed frustration with a perceived lack of enforcement and suggested either abandoning the law or implementing a total ban on fireworks without exceptions or permits.

One respondent addressed “Dangerous Land”, highlighting concerns about overhanging trees from adjacent property (private or council), that pose a threat.

Three respondents addressed “Installed Intruder Alarms”. Two were concerned with the noise disturbance, with one suggesting a time limit for owners to respond to an alarm. Another response stated that owners should not be penalised for having an alarm.

No respondents selected “Fire Hazards” as the law requiring change however 3 respondents provided additional feedback on this section, highlight concerns about fire hazards and their management. One respondent mentioned instances of unmitigated fire hazards that were not addressed until after the fire season. Another expressed doubts about the effectiveness of current laws and practices in combating fire hazards. The final respondent suggested that individuals should take sole responsibility for fire risks on their property.

Two respondents addressed “Shipping Containers” despite no respondents selecting it as the law requiring change. One respondent suggested containers should require permits, citing instances where containers stored in their neighbourhood surrounds had been removed once a report had been lodged. The other respondent questioned the subjectivity of enforcement of the provision.

“Address Numbers” was not selected by any respondents to the survey however one respondent provided some commentary on this section, questioning the necessity of requiring a party to display a street address according to a provision and expressed frustration as to why such a requirement is relevant given the availability of current technology.

VERBATIM COMMENTS

“The Local Law provides significant coverage with respect to this subject and yet anyone can on any road or street find that it is not enforced.”

“We are living in higher density dwellings, wood and briquette fuelled backyard recreational fires should not be allowed”

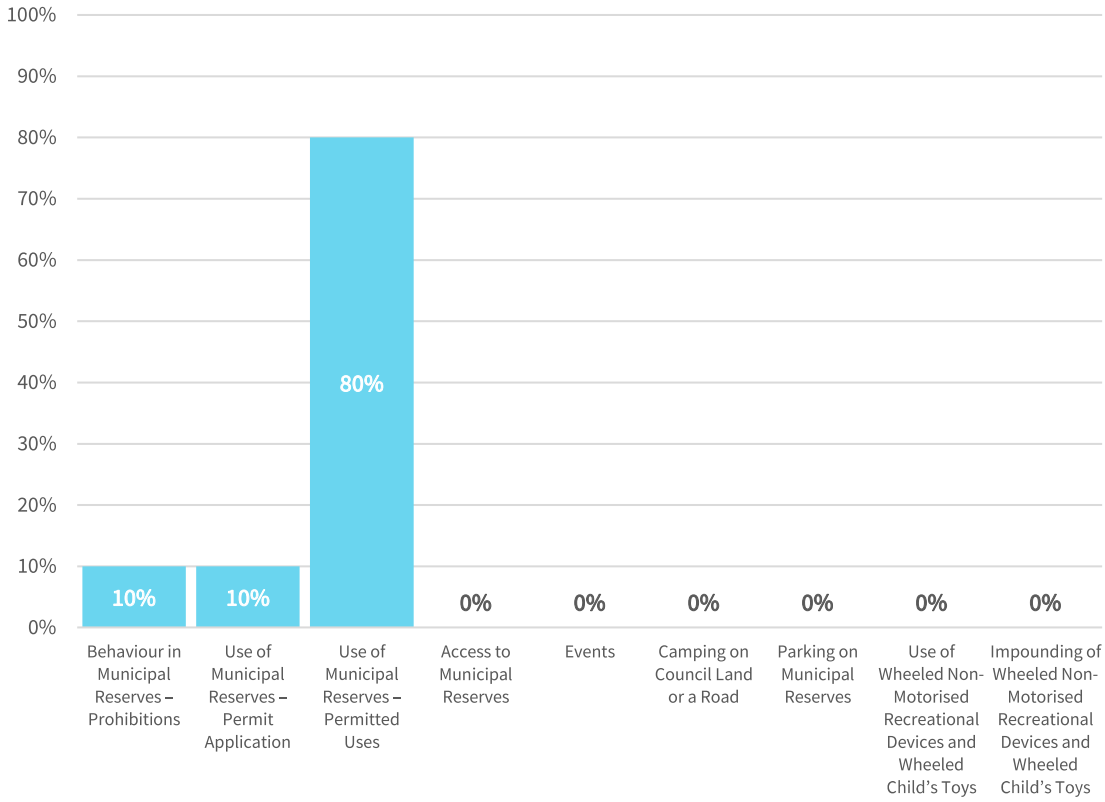
“Council to keep control of maintenance of large trees and also caravans/trucks parked in local residential streets that block vision are a real tragic issue”

Your Reserves

There are 9 Local Laws in the "Your Reserves" section of the Neighbourhood Amenity Local Law 2014. Please tell us which of these Local Laws require changes.

9 RESPONSES | 7% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Figure 10: Change to laws (Your Reserves)



General feedback on this section

A total of 9 respondents provided general feedback on the “Your Reserves” section. Respondents strongly advocated for streamlining drone regulations, entrusting the Civil Aviation Safety Authority (CASA) with exclusive management of aviation rules. A number of respondents expressed their view that CASA was the rightful body for air safety and airspace, and emphasised permits for drone usage were redundant and burdensome, particularly for council staff and compliant individuals. Respondents considered CASA's existing rules sufficient for safeguarding people on the ground and in the air, rendering local permits unnecessary.

VERBATIM COMMENTS

"CASA is the body for air space and air safety. Once an aircraft is in the air, it's under federal legislation. CASA has rules to protect people on the ground and in air. Having a permit only burdens people that are doing the right thing and council staff."

"Council has been issuing permits for drones which I believe is a waste of time and resources for Council given CASA are the federal regulators for drones"

"The requirement for the council to remove the permit requirement for flying drones is a logical step considering the role of The Civil Aviation Safety Authority (CASA) as the governing body regulating Australian aviation safety."

What changes are required?

A total of 9 respondents (7% of all submissions received in consultation) responded to the Your Reserves survey. From the selection of Local Laws requiring changes, 7 respondents (80%) selected "Use of Municipal Reserves – Permitted Uses", 1 respondent (10%) selected "Use of Municipal Reserves – Permit Application" and 1 respondent (10%) selected "Behaviour in Municipal Reserves – Prohibitions."

Respondents who selected "Use of Municipal Reserves – Permitted Uses" advocated for the removal of clause 73(1). Many of the respondents did not provide any additional commentary beyond referencing the clause. One respondent provided additional feedback on this section outside of their selection, stating s72 (22) required rewording to prohibit the use of repairs as an excuse to overstay at a mooring.

The respondent who selected "Use of Municipal Reserves – Permit Application" suggested the removal of permit requirements to take off and land within a Municipal or Foreshore reserve. Another respondent provided additional feedback on this section stating they had placed information in a memorandum to Local Laws.

The respondent who selected "Behaviour in Municipal Reserves – Prohibitions" provided specific feedback regarding Obstructions on Council Land or road, stating the provisions related to vessels, and "that even if moored at a designated mooring place, they must still comply with signs or have a permit."

In addition to their selected option, one respondent provided some feedback on Camping on Council Land or a Road suggesting that s76 required clarity to show it covers camping in a vessel.

The remaining 6 options were not selected by any respondents to the survey and therefore there is no further information available regarding any required changes.

VERBATIM COMMENTS

"Removal of 73. (1)"

"Removal of permit requirements to take off and land within a Municipal or Foreshore reserve"

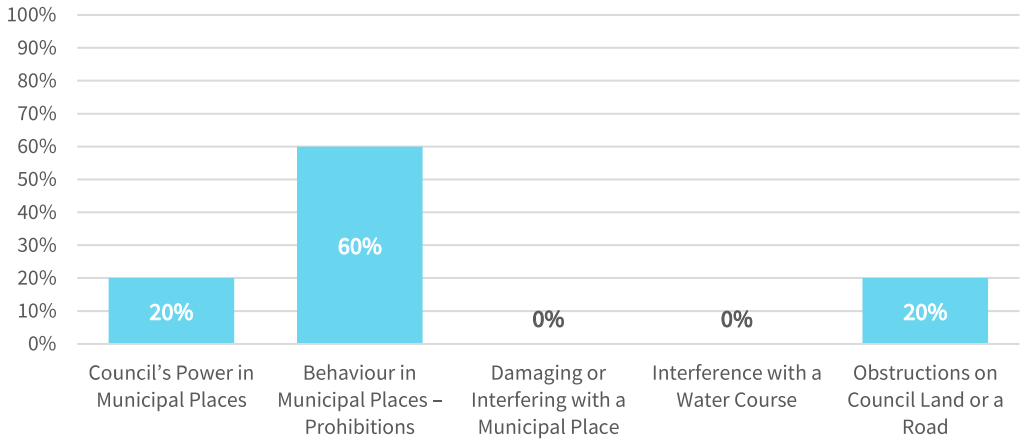
"s72 (22) requires rewording so it is clear that only emergency repairs are allowed as an excuse for overstaying welcome at a mooring."

Your Municipal Places

There are 5 Local Laws in the "Your Municipal Places" section of the Neighbourhood Amenity Local Law 2014. Please tell us which of these Local Laws require changes.

14 RESPONSES | 11% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Figure 11: Change to laws (Your Municipal Places)



General feedback on this section

A total of 8 responses provided general feedback on the Your Municipal Places section. 2 responses focussed on Clause 82 (3) (f), stating that the existing conception of gender in the law assumes a binary framework and Depending on how it's interpreted by enforcers, could potentially hinder non-binary individuals from accessing municipal facilities such as toilets and therefore should be removed or changed. One respondents urged a comprehensive overhaul of current local laws, suggesting to expand their reach to include all crown land regardless of management. This was seen as essential for consistent handling of rough sleeper camps across the area. Other suggestions involved adopting a more considerate approach to urban landscapes, enhancing small parks with native flora, and unifying planning efforts. Safety concerns were raised regarding damaged footpaths, exposed service covers, and inadequate pedestrian crossings. A respondent highlighted issues such as ineffective enforcement of dog leash regulations in public spaces, and emphasised the need for higher fines and stricter adherence to the law to ensure safer and more compliant behaviour.

VERBATIM COMMENTS

> *"Trans and gender diverse people, have a right to use these facilities and exist in public spaces."*

> *"There is a pressing need to revise the current local laws as they only dictate compliance measures on council-managed land, excluding other crown land within the municipality."*

What changes are required?

A total of 14 respondents (11% of all submissions received in consultation) responded to the Your Municipal Places survey. From the selection of Local Laws requiring changes, 8 respondents (60%) selected “Behaviour in Municipal Places - Prohibitions”, 3 (20%) selected “Council’s Power in Municipal Places” and 3 respondents (20%) selected “Obstructions on council Land or a Road”.

Respondents who selected “Behaviour in Municipal Places – Prohibitions” were unanimous in their call to eliminate Clause 82 (3) (f) from the Behaviour in Municipal Places - Prohibitions section. They argued the clause violated anti-gender discrimination laws, specifically referencing the Federal Sex Discrimination Act 1984 section 5B. Additionally, one respondent emphasised enforcing on-lead regulations for dogs in of public spaces.

Respondents who selected “Council’s Power in Municipal Places” proposed a masterplan vision for Portarlington, suggested expanded powers for council compliance teams to address rough sleeper camps on crown land managed by other authorities, and advocated for explicit rules regarding noise pollution from both council and private use of municipal places.

Respondents who selected “Obstructions on council Land or a Road” highlighted the need for safety improvements along the unmade goat track on Melaluka Road in Leopold, emphasising concerns related to unsafe entry, exits, and pot holes. Tree litter on footpaths leading to bus stops was noted as a problem, along with a suggestion for addressing issues in nature strips and small parks.

“Damaging or Interfering with a Municipal Place” and “Interference with a Water Course” were not selected by any respondents to the survey and therefore there is no further information available regarding any required changes.

VERBATIM COMMENTS

> *“For council compliance teams to have the power to enforce the removal of rough sleeper camps and individuals from crown land that is managed by other land managers and authorities, compliance extending beyond council-owned and managed land”*

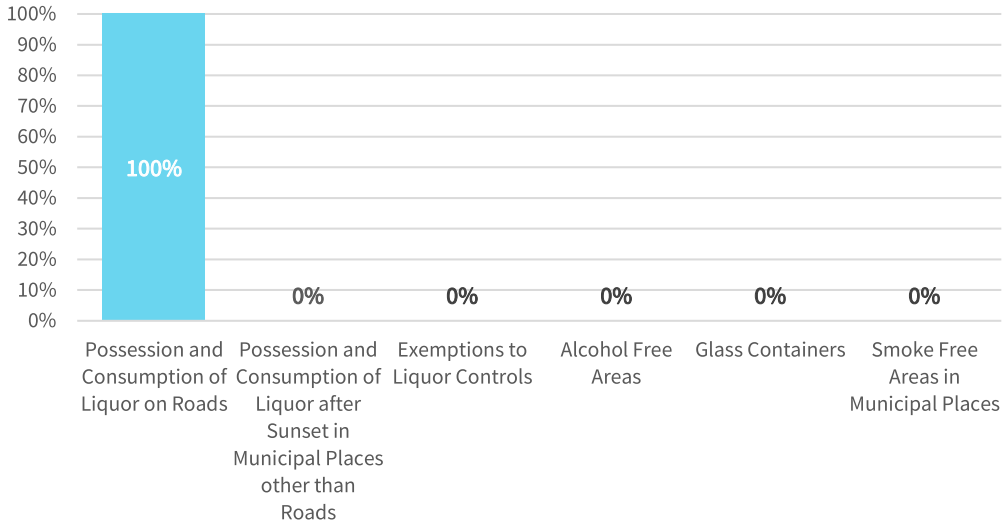
> *“Clause 82 (3) (f) needs to be removed due to violation of anti-gender discrimination law. specifically Federal Sex Discrimination Act 1984 section 5B”*

Alcohol and Smoking

There are 6 Local Laws in the "Alcohol and Smoking" section of the Neighbourhood Amenity Local Law 2014. Please tell us which of these Local Laws require changes.

1 RESPONSE | % OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Figure 12: Change to laws (Alcohol & Smoking)



General feedback on this section

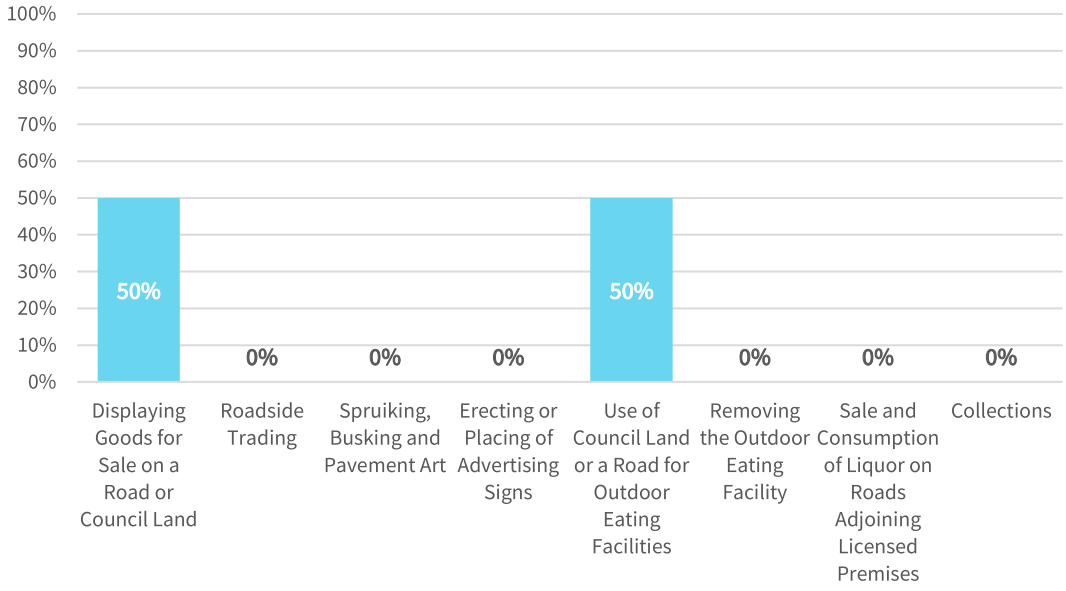
Only one response was received for the Alcohol and Smoking survey. The respondent stated they felt no laws needed to be changed and expressed frustration with the lack of an option to choose “no changes required”. No other feedback or comments were provided.

Your Business

There are 8 Local Laws in the "Your Business" section of the Neighbourhood Amenity Local Law 2014. Please tell us which of these Local Laws require changes.

2 RESPONSES | 1% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Figure 13: Change to laws (Landfill sites)



General feedback on this section

Only one of the two responses received in this survey provided general feedback. The respondent stated the laws are fine in their current format.

What changes are required?

A total of 2 respondents (1% of all submissions received in consultation) responded to the Your Business survey.

One respondent selected the option “Displaying Good for Sale on a Road or Council Land”, however, the respondent stated they selected the option because of the survey design, and expressed frustration at the lack of a “no changes required” option.

One respondent selected “Use of Council Land or a Road for Outdoor Eating Facilities”. They emphasised the requirement for preserving sufficient accessibility to footpaths, especially considering the needs of individuals reliant on mobility aids.

The remaining 6 laws were not selected by any respondents to the survey and therefore there is no further information available regarding any required changes.

VERBATIM COMMENTS

“Make explicit mention of the need to maintain adequate footpath access, especially for those using mobility aids”

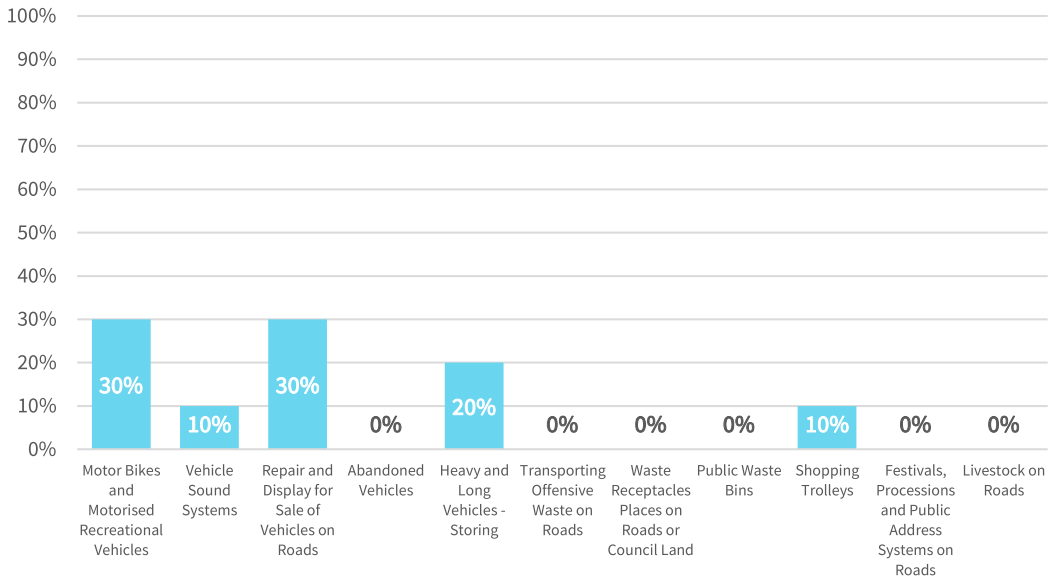
“No laws need to be changed but you're forcing survey participants to select one.”

Your Vehicles

There are 11 Local Laws in the "Your Vehicles" section of the Neighbourhood Amenity Local Law 2014. Please tell us which of these Local Laws require changes.

10 RESPONSES | 8% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Figure 14: Change to laws (Your Vehicles)



General feedback on this section

A total of 7 responses provided general feedback on the Your Vehicles section covering a range of topics. One respondent expressed a strong need to curb parking on nature strips and footpaths. Another advocated for modernising regulations to encompass drones and battery-operated vehicles (such as e-scooters), which were seen to be causing nuisances and crowding public spaces. Others requested specific guidelines for vehicle repairs' location, duration, and timing. One respondent raised complaints about disruptive truck operations, affecting sleep and road damage, urging stricter enforcement. Another respondent suggested addressing more urgent matters such as traffic around schools, while another asserted the right to advertise vehicles freely.

VERBATIM COMMENTS

> *"If we are serious about this subject we need to be kept up to date with technology in this area"*

"How about you look for feedback on more widespread issues like traffic around local schools?"

"People should be able to advertise their cars wherever they want."

What changes are required?

A total of 10 respondents (8% of all submissions received in consultation) responded to the Your Vehicles survey. From the selection of Local Laws requiring changes, 3 respondents (30%) selected "Motor Bikes and Motorised Recreational Vehicles", a further 3 (30%) selected "Repair and Display for Sale of Vehicles on Roads", 2 respondents (20%) selected "Heavy and Long Vehicles – Storing", and one respondent selected "Vehicle Sound Systems" (10%) and one selected "Shopping Trolleys" (10%).

Respondents who selected "Motor Bikes and Motorised Recreational Vehicles" raised separate issues. One respondent indicated a need for the implementation of laws that enforce penalties and restrictions on illegal activities related to motor bikes and motorised recreational vehicles. Another respondent simply stated "General" and did not provide further information. The final respondent stated they selected the option because of the survey design, and expressed frustration at the lack of a "no changes required" option.

Respondents who selected Repair and Display for Sale of Vehicles on Roads also discussed separate issues covering penalties for parking on nature strips, how and when to repair vehicles and one response called for the law to respect individual autonomy and freedom in this matter.

The respondent who selected Vehicle Sound Systems suggested that the law, either the existing one or a new version, should address excessively noisy cars. They provided an example of a neighbour with a loud engine who disturbs the peace by idling the vehicle for a prolonged period and causing noise disruptions.

The respondent who selected Shopping Trolleys suggested that supermarkets should take greater responsibility for addressing the issue of abandoned shopping trolleys.

The remaining options were not selected or addressed by any respondents to the survey and therefore there is no further information available regarding any required changes.

VERBATIM COMMENTS

"Any law which will require penalties, enforcement and curtailment of illegal activity."

"Book people for parking on nature strips"

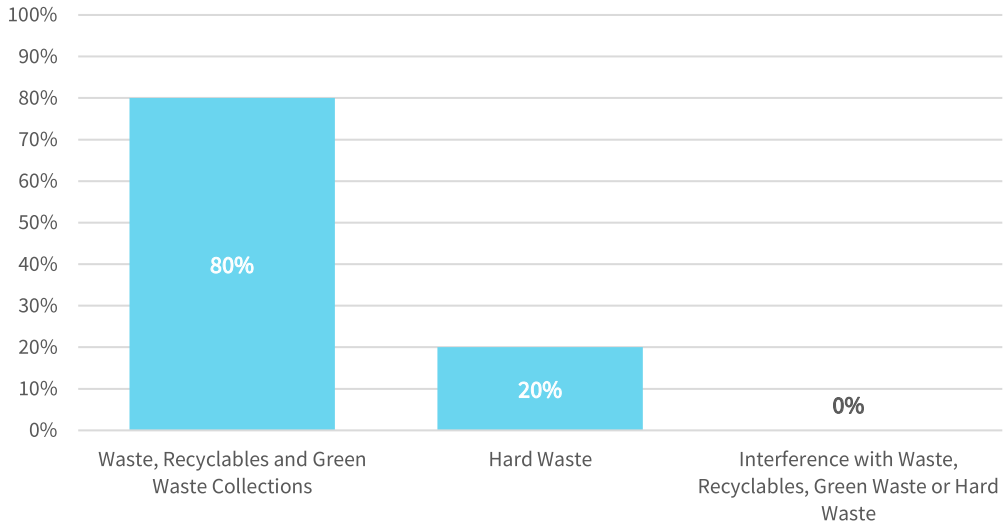
" This law (or a new one) should cover excessively noisy cars."

Your Waste

There are 3 Local Laws in the "Your Waste" section of the Neighbourhood Amenity Local Law 2014. Please tell us which of these Local Laws require changes.

10 RESPONSES | 8% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Figure 15: Change to laws (Your Waste)



General feedback on this section

A total of 6 respondents provided general feedback, highlighting several concerns regarding the Waste section of the Neighbourhood Amenity Local Law. One respondent noted that unlike the past, spilled rubbish now often remains on roads and nature strips without obligation for cleanup by the waste collector or residents. Another respondent highlighted the disruption caused by early rubbish collections is unevenly distributed, and suggested for varied collection start points to ensure fairness. The difference between larger properties and gardens was noted by one respondent who expressed frustration with the absence of free green waste drop-off and composting services, coupled with restrictions on green waste bins. Similarly, another respondent expressed frustration with the limited acceptable materials list for recycling, such as the exclusion of tetra packs. One respondents put forward a suggestion to consolidate hard rubbish collection into a single day per year for cost efficiency.

VERBATIM COMMENTS

"Have a rotating and varied start point for early collections, so the same people are not disturbed every single week"

"Larger properties and gardens have higher green waste quantities"

"Neither the rubbish collector nor the resident are required to clean it up, leaving our neighbourhood to look like the ghettos."

What changes are required?

A total of 10 respondents (8% of all submissions received in consultation) responded to the Your Waste survey. 80% of respondents selected "Waste, Recyclables and Green Waste Collections" and the remaining 20% selected "Hard Waste" as the law requiring change.

Respondents who selected "Waste, Recyclables and Green Waste Collections" advocated against reducing red bin collection frequency to fortnightly and highlighted issues with recycling limitations (excluding milk cartons and soft plastics) and the lack of composting waste service. One respondent requested varied collection start points or later start times due to disruptive noise from trucks. Another respondent requested a system to collect spilled waste and another suggested implementing the FOGO system used in other municipalities. One respondent suggested tighter regulation of contractors due to frequent breakages and costs incurred.

Only 2 respondents selected "Hard Waste". One respondent stated the approved dimensions for hard waste do not accommodate various items being discarded. The other respondent suggested an annual comprehensive collection for all residents.

"Interference with Waste, Recyclables, Green Waste or Hard Waste" was not selected by any respondents to the survey and therefore there is no further information available regarding any required changes.

VERBATIM COMMENTS

"The approved dimensions for hard waste do not accommodate various items being discarded, leading to difficulties."

"Do not start at the same place/route every week. Or not start so early. Noise is so disruptive for long period of time, as you can hear truck up and down every surrounding street for 40 minutes."

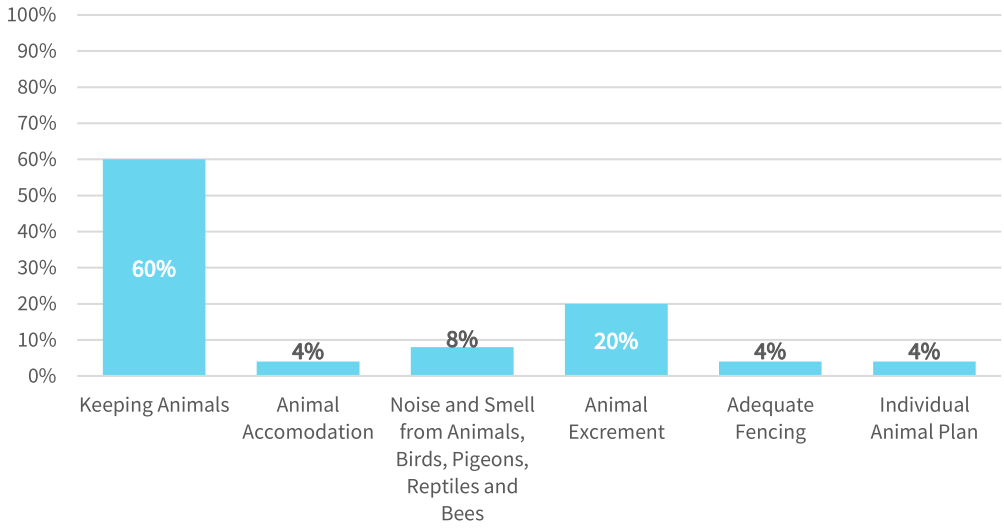
"Recycling does not accept milk cartons or soft plastics. No composting waste service."

Your Animals

There are 6 Local Laws in the "Your Animals" section of the Neighbourhood Amenity Local Law 2014. Please tell us which of these Local Laws require changes.

24 RESPONSES | 20% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

Figure 16: Change to laws (Your Animals)



General feedback on this section

A total of 17 respondents (14% of all submissions received in consultation) provided general feedback on the "Your Animals" section of the Neighbourhood Amenity Local Law which revolved around several key themes. A number of comments underscored the need for responsible dog ownership, with a focus on dogs being under control and leashed on tracks, and also called for enhancements in infrastructure such as bags and bins for dog waste at various locations. Some respondents expressed frustration with the cost of pet registration fees, alongside discussions regarding limitations on pet sizes and numbers permitted. Two respondents provided examples of noise disturbances from animals, and called for clearer definitions in the law and solutions for conflicts. Cat regulations and their enforcement were also raised, with questions over cat curfew hours and protection of native wildlife. Additional feedback emphasised the significance of robust enforcement while also highlighting concerns about the current enforcement and compliance methods. Proposed solutions encompassed suggestions for increased proactive patrols and the implementation of fines.

VERBATIM COMMENTS

> *"The area we live in has dog mess everywhere and there's no excuse for owners not cleaning it up."*

"This bunch of laws are great but useless without "adequate" enforcement, which is not happening currently!"

"Cats need to be contained on the owners property."

"The registration and constant upkeep registration costs are ridiculous"

"Bags and bins required at every beach and walking track at multiple positions along all areas. There are simply not enough."

What changes are required?



A total of 24 respondents (20% of all submissions received in consultation) responded to the Your Animals survey. From the selection of Local Laws requiring changes, 14 respondents (60%) selected "Keeping Animals", 5 (20%) selected "Animal Excrement" and 2 respondents selected "Noise and Small from Animals, Birds, Pigeons, Reptiles and Bees". One respondent each selected "Animal Accommodation" (4%), "Adequate Fencing" (4%) and "Individual Animal Plan" (4%).

Topics of discussion were wide ranging however two clear themes emerged. Containing cats, either through a curfew, enclosures or stricter roaming enforcement was continuously raised throughout responses. A smaller theme centred on the number of animals permitted per household or dwelling type, with criticisms directed towards the definition of a "large" dog being over 10 kilograms and calls for increasing the permitted number of animals per dwelling.

Respondents who selected "Keeping Animals" covered a range of topics in their response. Some emphasised the need for stronger enforcement, modernising terms and controls, and enhancing pet ownership flexibility to reflect modern living styles. Proposed changes included locking up cats at night, updating land measurements, increasing cat limits on smaller properties, allowing more dogs or more large dogs in specific housing types, and expanding the list of allowed animals. Respondents also sought clearer guidelines, lifetime pet registration, and streamlined reporting mechanisms for non-compliance.

Respondents who addressed "Animal Excrement" emphasised the importance of enforcement as well as changes to the existing regulations. Suggestions for improvement included requiring individuals to carry multiple litter devices, containing domestic cats to prevent excrement beyond property boundaries, implementing stricter penalties for dog waste in public areas, and calls for

increased provision of bags, bins, and fines. Additionally, one respondent raised concerns about restricting dogs from sporting fields to enhance recreational activities and event operations.

The respondents who addressed “Noise and Small from Animals, Birds, Pigeons, Reptiles and Bees” discussed separate topics. One respondent, who had selected a different section to change, advocated for responsive council action when addressing continuous dog barking, eliminating the burden of immediate noise journals on the reporter. Another respondent stressed the importance of regulations preventing offensive noise, smell, or discharge that affects neighbouring properties' comfort. The final respondent raised a specific concern regarding rooster keeping on 5-acre properties.

Four respondents addressed “Animal Accommodation”, but only one of those respondents selected it as the option to change. They stated local laws need to be updated to ensure cats do not roam freely and endanger wildlife. This sentiment was echoed by two other respondents who provided additional feedback, stating cats should be confined to their property in an enclosure and owner’s should ensure animals are kept in a secure shelter. One respondent raised concerns about the amount of freedom given to officers in determining the acceptable condition or quality of shelters or structures, highlighting a lack of clearly defined standards that should guide their decisions.

The respondent who addressed “Adequate Fencing” emphasised containing cats to a property unless they were on a lead.

Four respondents addressed “Individual Animal Plan”, but only one of those respondents selected it as the option to change. Two respondents addressed cat curfews, with one stating a 24 hour curfew was not required and the other stating cat curfews need to be more focused. They also addressed the number of pets per household, minimum costs and the absence of guidelines afforded to the enforcing officer.

VERBATIM COMMENTS

> *“Locals laws need to be updated to only allow cats that can be kept inside. Cats have a major impact of native wildlife and should not be allowed to roam freely.”*
>
> *“A person should not be "restricted" to 1 "large" dog in flats, units or townhouses.”*
>
> *“the terms flats units or townhouses are archaic and do not recognise current housing type, it follows that the controls are outdated and do not recognise contemporary living arrangements”*
>
> *“Council should respond to report and advise the owners first to comply with the laws. Don’t put the onus on the reporter to have to prove the offence.”*

Builders

There are 9 Local Laws in the ‘Your builders’ section of the Neighbourhood Amenity Local Law 2014. Please tell us which of these Local Laws require changes.

0 RESPONSES | 0% OF OVERALL SUBMISSIONS RECEIVED IN CONSULTATION

The survey conducted as part of the public consultation process yielded no responses. Consequently, there is no available data for analysis or outcomes from this survey.

Next steps

The next steps for the Local Law Review involve utilising the feedback gathered to draft a revised Neighbourhood Amenity Local Law. The received inputs from these surveys will be carefully analysed by officers to ensure feedback is considered in the development of the new Law.

A second round of community consultation is planned for early 2024, facilitating further community engagement.

The City aims to have the new local law adopted by Council in the second half of 2024 prior to the deadline of end of November 2024.

THE CITY OF
GREATER GEELONG

NEIGHBOURHOOD AMENITY LOCAL LAW

COMMUNITY ENGAGEMENT REPORT - JULY 2024

CITY OF GREATER GEELONG

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ACKNOWLEDGEMENT OF COUNTRY

The City of Greater Geelong acknowledges the Wadawurrung People as the Traditional Owners of the Land, Waterways and Skies.

We pay our respects to their Elders, past, present and emerging. We acknowledge all Aboriginal and Torres Strait Islander people who are part of our Greater Geelong community today.

Introduction

The City of Greater Geelong's Local Law is designed to secure community safety, protect public assets and enhance neighbourhood amenity. The Neighbourhood Amenity Local Law covers a wide range of local laws within our municipality as prescribed under Section 71 of the Local Government Act 2020.



ENGAGEMENT PURPOSE

The primary focus of this engagement was to gather feedback from the community on the City's Neighbourhood Amenity Local Law.

Community feedback is a vital part in our planning process, guiding us in making decisions to ensure the law meets the needs of the local community.

ABOUT THIS REPORT

This report summaries the community engagement process we used to seek feedback on the draft local law and how that feedback has influenced the final local law.

The information contained in this report is intended to continue the community engagement process and keep the community informed.

Engagement

HOW WE ENGAGED

The community engagement period was conducted over two separate stages totalling 70 days.

Stage one of community engagement ran from 2 June 2023 to 14 July 2023 and sought community feedback on eleven topics of the local law: -

- Your Council Buildings
- Your Landfill Sites
- Your Property
- Your Reserves
- Your Municipal Places
- Alcohol and Smoking
- Your Business
- Your Vehicles
- Your Waste
- Your Animals
- Builders

The feedback from this consultation was reviewed and has been instrumental in guiding the development of our new Local Law. Summary of Stage one community engagement can be found on the project HYS page.

Stage two of engagement aimed to present the draft Neighbourhood Amenity Local Law 2024 to the community to verify that it aligned with the feedback captured in stage one.

Our primary method of engagement was our 'Have Your Say' (HYS) online platform.

In total, there were 3,293 people (stage one) and 444 people (stage two) who visited the HYS project page, which converted to 211 contributions.

To encourage contributions, the platform offered an online survey (hard copies were also made available upon request) during both stages of the engagement and a quick poll in Stage two. Both engagement periods had a strong local participation rate.

The engagement was promoted via our many channels, including a dedicated HYS page, media release, and newspaper articles.

Over the course of both consultation periods the City achieved the following:

72 DAYS
Total engagement

211
Individual items of feedback received.

3,737
People visited the You're your Say page.

14
People following the page.

SOCIAL MEDIA

32,903
Reach/Impressions

4,065
Actions (Clicks, reactions, shares, comments etc.)

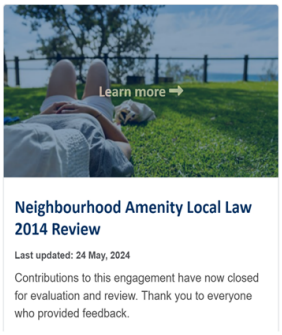




Figure: Project tile on the City's HYS website

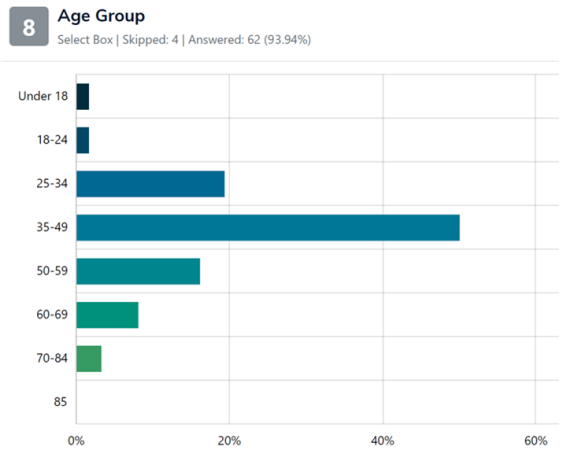
Engagement details	
Have Your Say online platform	An online Have your Say (HYS) project page was designed to share relevant information to encourage community feedback. The initial community engagement occurred in June and July 2023, and the survey period was open for 6 weeks. After feedback was collated, the draft local law was released for community feedback on 24 April 2024 for 4 weeks and closed on the 22 May 2024.
Survey (online and hardcopy)	Stage one – Eleven individual surveys were available on online or in hard copy on request based on relevant topics. The online survey was the primary feedback tool and took about 5-10 minutes to complete. 94 surveys were completed in total. The survey sought feedback on what our community like in our local law, and what you would like to see changed, removed or added. Stage two – An online survey and quick poll were the methods of data collection. Through the survey we asked our community if we had accurately captured their feedback from stage one, or if there were any areas we might have overlooked. 69 online surveys were completed.
Quick Poll	A quick poll was intended to give community members the opportunity to tell us why they didn't leave feedback. Fourteen responses were provided using this tool.
Email	Eight people/groups provided feedback via email.

WHO WE ENGAGED

Survey respondent breakdown

People were invited to share some demographic data with us, primarily through our online survey.

The following is a snapshot of these people during stage two. The age groups were well distributed, with the highest participant group was aged 35-49.



Suburbs were well dispersed across the region reflecting the importance of the local law for the City.

WHAT WE HEARD

Community feedback is a vital component of our engagement process, providing valuable insights and perspectives that shape our initiatives. This section highlights the key themes and suggestions from the community, reflecting their experiences and expectations.

Stage 1

Feedback from **stage one** was considered and refined the draft local law by eliminating nine clauses that are no longer relevant or duplicated elsewhere, simplifying language, ensuring gender neutrality, and updating measurements to metric terms. Significant changes were made to three clauses.

Stage 2

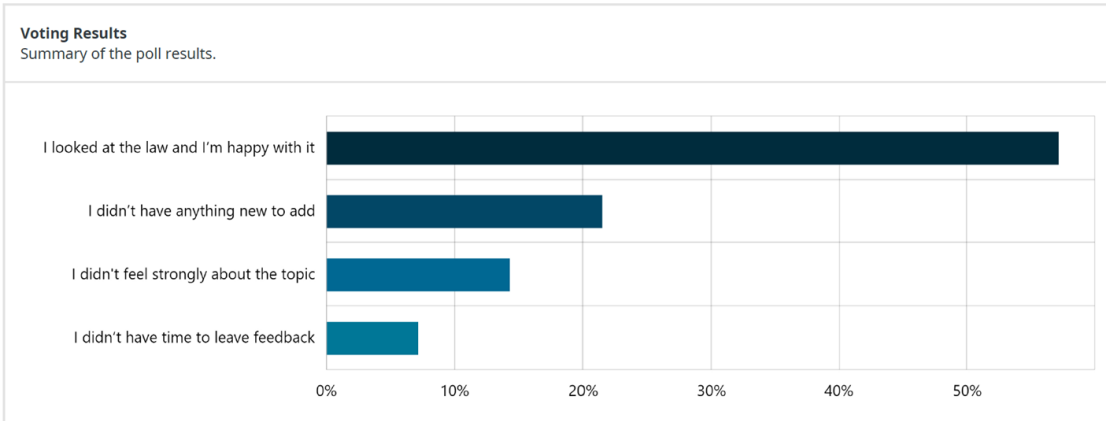
The following section outlines the key insights and feedback we gathered from Stage 2 community engagement.

QUICK POLL

We asked the community to share their reasons for not leaving feedback via an online quick poll. The quick poll received 14 contributions. Of those:

- 78% didn't leave feedback because they were either happy with the draft Neighbourhood Amenity Local Law 2024 or had nothing new to add.
- 14% didn't feel strongly about the topic.
- 8% didn't have time to leave feedback.

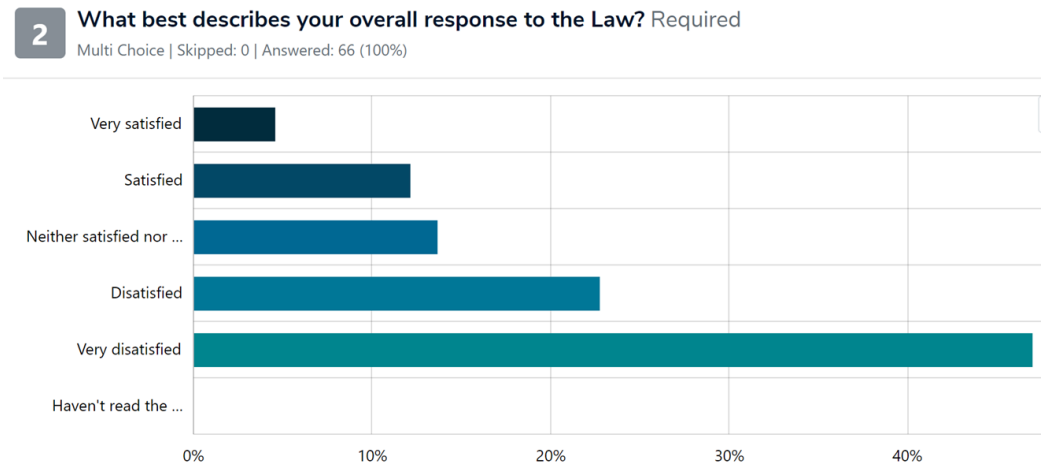
Contribution Summary



SURVEY

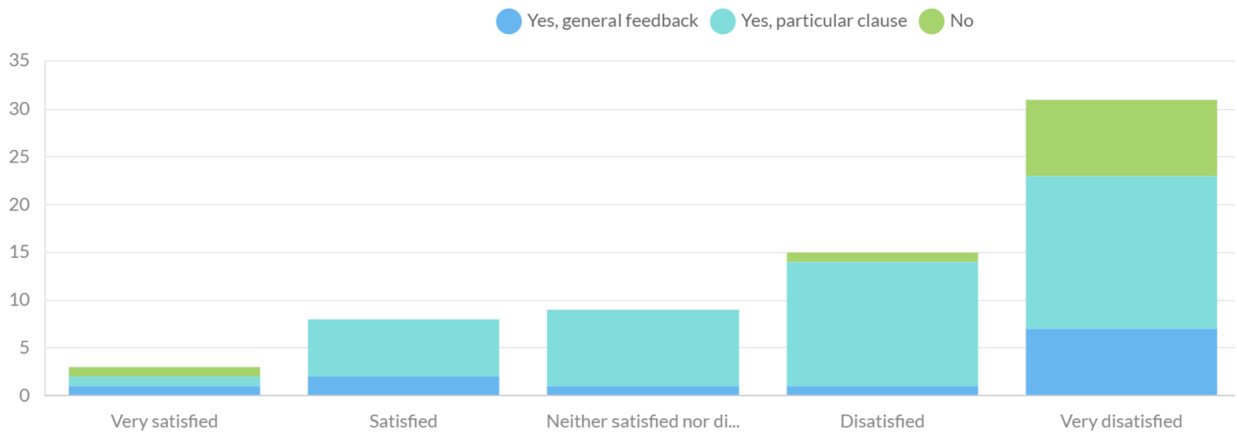
We invited community members to share their views, concerns, and suggestions on the draft Neighbourhood Amenity Local Law 2024 through an online survey. This approach allowed us to gather a diverse range of opinions and ensure the local law reflects the needs and preferences of our community.

We received 80 contributions from 69 different contributors. Of those, 17% of respondents were satisfied with the new local law, 69% were dissatisfied and 14% were neither satisfied nor dissatisfied.



We also asked the community if they had feedback relevant to specific clauses - 44 survey respondents said yes, 12 said they had general feedback (not clause specific) and 10 respondents chose not to provide feedback. Overall survey respondents were more likely to provide feedback on specific clauses rather than general feedback.

Respondents who mentioned a particular clause in the local law were generally less satisfied compared to those who provided general feedback. There were also a number of respondents who indicated dissatisfaction without providing specific reasons, often choosing to simply respond with a 'no'.



Given the feedback received, the low satisfaction rating might be attributed to the community's varied perspectives on issues such as gender identity and regulations, along with concerns about safety, privacy, and the role of the City in enforcing rules.

Feedback from the community who said they were dissatisfied with the current law raised the following issues.

1. Clause 10 - Unsightly land. Environmental weeds need to be removed and indigenous plantings should be encouraged to support native wildlife.
2. Clause 67 (1) – Use of Municipal Reserves without a permit. All feedback related to drone flying and included requests to remove the requirement to obtain a permit to fly a drone, to prohibit drone flying over reserves and public land and concerns around privacy.
3. Clause 75 (3)(f) - Behaviour in Municipal Buildings, use of dressing rooms, showers & conveniences. Three themes were identified; remove the clause, strengthen the wording to protect families and keep the existing wording.

All feedback will be considered when reviewing the Neighbourhood Amenity Local Law 2024, however it is important to note that Council is bound by other regulatory and legislative constraints which influence the wording and powers that apply under this Law.

Conclusion

Thank you for your time and valuable feedback.

Community feedback gathered during this engagement is being used to inform the development of the new Neighbourhood Amenity Local Law.

The revised Neighbourhood Amenity Local Law 2024 will be presented to Council for adoption on 27 August 2024 and if approved will come into effect when the current Neighbourhood Amenity Local Law 2014 expires on 10 December 2024.

2.3. Park Street, Portarlington - Declaration Report - Special Rate and Charge scheme SRC 362

Source: **City Infrastructure**
Executive Director: **James Stirton**

Purpose

1. This report seeks a resolution by Council to abandon the proposed Special Charge Scheme (SRC) to fund the road construction and sealing of the unsealed section of road on Park Street, Portarlington **(Attachment 1)**.

Background

2. The proposed road construction and sealing works were developed in response to complaints from residents requesting to seal the road. Sealing the road will improve amenity, road safety and limit the impacts from dust, mud and stone scatter to the adjacent properties.

3. Council resolved its intention to declare a Special Charge Scheme at its meeting of 26 March 2024. A public notice and letters to all benefitting property owners was sent containing all pertinent scheme information.

Key Matters

4. The total scheme cost is estimated at $437,554.00 **(Attachment 2)**.

5. Property owners have been asked to contribute $328,165.50 (75%) based on the apportionment of cost and special benefit to adjacent properties.

6. The contribution sum of $109,388.50 (25%) was the City contribution which has been committed within our Special Rates and Charges Capital budget towards the road upgrade **(Attachment 3)**.

7. The estimated cost and apportionment are shown in Schedule C – Proposed special charge **(Attachment 4)**.

8. There are 11 residential properties abutting the proposed road upgrade that were identified as receiving a special benefit.

9. From the initial engagement, six of the eleven properties supported the upgrade under an SRC Scheme and five properties did not. There are no properties owned by the City within the scheme.

10. Based on the majority support, the scheme was prepared in accordance with the Special Rate and Charge provisions of the Local Government Act 1989, along with Council's Special Rates and Charges Policy and community engagement guidelines.

11. Following on from the intention to declare decision, formal engagement on the scheme was undertaken in April and May 2024. Seven of the eleven properties made a submission. All six submitters (one property owner owns two properties) opted to present to the Submissions Review Panel held on 17 July 2024.

12. Submissions received identified that the Scheme no longer received majority support with one property owner having changed their mind. With less than majority support and contribution values exceeding two thirds of the project costs, this proposed Scheme is unable to progress **(Attachment 5)**.

RESOLUTION - Item 2.3

Cr Wilkinson moved, Cr Mason seconded -

That Council:

1. **Note submissions to the Special Rate and Charge Scheme - Park Street, Portarlington SRC 362 were considered at the Submissions Review Panel Hearing on 17 July 2024;**

2. **Note that under the current Special Rate and Charge Scheme Policy, Council will discontinue a scheme if the majority of responding property owner's object, and;**

3. **Resolves to abandon the proposed Special Charge Scheme in accordance with Section 163 of the *Local Government Act 1989* (the Act).**

Carried

Financial Sustainability

13. The total scheme cost is estimated at $437,554.00.

14. The City committed to funding $109,388.50 (25%) and asked property owners to fund $328,165.50 (75%) if this project was declared. A budget allocation was already committed within the 2023-2027 Capital works budget.

15. When supported, special charges are a key source of revenue for Council's civil infrastructure construction programs which enable the timely delivery of community requested infrastructure that provides a higher level of service than currently available and deliverable with existing capital budgets.

16. The City recognises that significant hardship can be experienced by members of our community. This information was provided to all property owners in this proposed Scheme.

Community Engagement

17. Since the City gave notice of its intention to declare the proposed Special Charge Scheme at its meeting on 26 March 2024, a Public Notice was placed in The Times newspaper with a copy sent to all benefitting property owners on 12 April 2024.

18. Seven submissions were received during the 28-day submission period following the advertisement of the Public Notice which closed 20 May 2024.

19. A letter acknowledging submissions was sent to respondents on 22 May 2024.

20. A submission Review Panel was held on 17 July 2024, where six submitters requested to present to the panel **(Attachment 5)**.

21. Further correspondence will be sent to all affected property owners following Council's formal decision on the declaration.

22. The special Charge Scheme process is described in Scheme Process Park Street Portarlington **(Attachment 6).**

Social Equity and Sustainability

23. The provision of properly sealed and drained roadways is aligned to the Council Plan and provides improved amenity, connectivity and safety for motorists and pedestrians.

24. Costs were apportioned based on the access and/or amenity benefit from Park Street to each property included in the proposed Scheme at the current time.

Relevant Law/Policy/Legal Implications

25. The scheme has been prepared in accordance with the Special Rate and Charge provisions of the Local Government Act 1989, consultation requirements of the Local Government Act 2020 and Council's Special Rates and Charges Policy and procedures.

Alignment to Community Plan and Vision

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

27. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:
A destination that attracts local and international visitors.
A fast, reliable and connected transport network.

Conflict of Interest

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

Risk Assessment

29. There are no risks associated with the proposed road sealing of Park Street, Portarlington due to the project being abandoned.

Environmental Sustainability

30. Park Street will continue to be maintained as per our Road Management Plan.

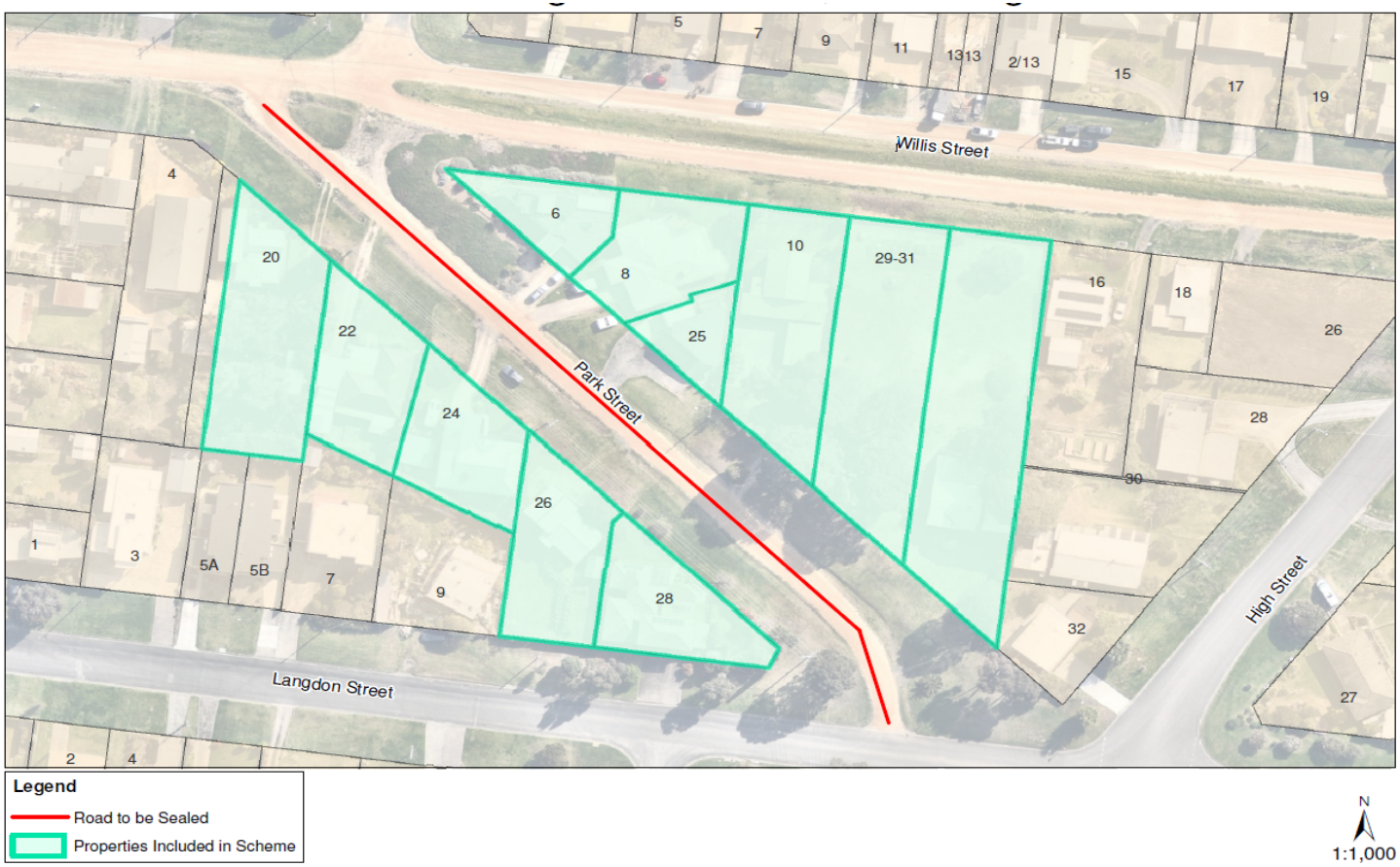
Attachments

1. Plan Park Street Portarlington SRC362 Declaration D24 467147 [**2.3.1** - 1 page]
2. Cost Estimate Park Street Portarlington SRC362 Declaration D24 4 [**2.3.2** - 1 page]
3. Benefit Cost Ratio Park Street Portarlington SRC362 Declaration [**2.3.3** - 1 page]
4. Schedule C Proposed special charge Park Street Portarlington SRC [**2.3.4** - 1 page]
5. Minutes from SRP hearing - Park Street Portarlington SR C 362 - Declaration (D 24-47 [**2.3.5** - 25 pages]
6. Scheme Process Park Street Portarlington SRC362 Declaration D24 [**2.3.6** - 1 page]

Attachment 1

SPECIAL RATE AND CHARGE SCHEME (SRC)

PARK STREET, PORTARLINGTON – PLAN



Attachment 2

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC) - SCHEDULE 'A'

PARK STREET, PORTARLINGTON – COST ESTIMATES

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE $	AMOUNT $
1.00	**GENERAL**				
1.01	Initial site establishment and set up, decamping and site cleanup and other fixed costs up to time of completion of works.		Item	$0.00	$30,000.00
1.02	Traffic management costs.		Item		$20,000.00
1.03	Setting out of works.		Item	$0.00	$1,000.00
1.04	Service / Cable locations		Item	$0.00	$1,000.00
2.00	**EARTHWORKS & DEMOLITION**				
2.01	Excavation and disposal of all materials to limits of work as indicated on plan, including trimming for new road pavement, excavation of soft spots and removal of concrete.	700	m^3	$80.00	$56,000.00
2.02	Placement and consolidation of engineered fill with approved materials in preparation for new works.	100	m^3	$80.00	$8,000.00
3.00	**PAVEMENT WORKS**				
3.01	150mm compacted depth Class 2 20mm crushed rock, supplied, spread and compacted.	200	m3	$120.00	$24,000.00
3.02	150mm compacted depth Class 3 40mm crushed rock, supplied, spread and compacted.	200	m^3	$110.00	$22,000.00
	SUPPLY, DELIVERY AND PLACEMENT OF ASPHALT PRODUCTS USING PAVER *Including temporary traffic control and warning devices, such as signs, lights and barriers, at or on the approaches to work or immediately adjacent to roadways.*				
3.03	Size 10 Type N & H Asphalt (101-200 Tonne p/day)	110	Tonne	$238.00	$26,180.00
4.00	**DRAINAGE**				
	PIPES				
4.01	100mm dia Sub-Soil drains including excavation, supply, placement and provision of approved backfill.	400	m	$48.00	$19,200.00
4.02	300mm dia RC pipe, supplied, laid and jointed including excavation, placement of approved fine crushed rock bedding and back-filling with approved FCR.	130	m	$350.00	$45,500.00
	PITS : SEP				
4.03	900mm x 600mm S.E.Pit, less than 1.5m deep with Class B FRP type cover, supplied and placed including excavation, placement of approved fine crushed rock bedding and back-filling with approved material.	7	No.	$2,000.00	$14,000.00
5.00	**CONCRETE WORKS:**				
	KERB CONSTRUCTION Price to supply all materials and complete all works associated with the excavation and preparation of bedding, supply and placement of concrete Kerb & Channel, including reinstatement of work zone.				
5.02	B2 Semi-mountable kerb and channel 600mm wide, incl. fine crushed rock bedding. (over 25m)	400	m	$150.00	$60,000.00
	KERB CROSSING CONSTRUCTION				
5.03	Vehicle crossing layback 4m wide, including bedding & formwork.	9	No.	$500.00	$4,500.00
5.04	Pram crossing 1.5m wide, including fine crushed rock bedding.	2	No.	$350.00	$700.00
6.00	**LANDSCAPING**				
6.01	Top soiling and seeding nature strips, medians and outer separators.	300	m^2	$15.00	$4,500.00
SUB-TOTAL : A					$336,580
7.00	**PROVISIONAL ITEMS**				
7.01	Alteration to private Water supply.		No		$0.00
7.02	Alteration to private Gas supply.		No		$0.00
SUB-TOTAL : B					$0

SUB-TOTAL : C (=A+B)	$336,580
30% CONTINGENCY : D	$100,974
CONSTRUCTION COST ESTIMATE : E (=C+D)	$437,554

Attachment 3

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC) - SCHEDULE 'B'

PARK STREET, PORTARLINGTON – BENEFIT COST RATIO

A	**Purpose**										
	To seal Park Street, Portarlington with kerb and channel										
B	**Coherence**										
	The works will provide a special benefit to all properties abutting Park Street, Portarlington. A properly sealed road with adequate drainage will provide improved amenity as dust and mud concerns are mitigated. Property at 32 High Street has not been included in the scheme as the full property is on an already sealed road.										
C	**Total Cost C**										
	Total Estimated cost of works										$437,554.00
	Direct funding by Council (due to error in original formula BCR) = no difference to originally estimated costs)										$230.29
						TOTAL COST					$437,323.71
D	**Identify Special Beneficiaries**										
	10 properties are considered to receive a special benefit. 9 properties receive an access benefit. 1 property (28 Park Street) receives an amenity benefit only. Access to their property is on Langdon Street which is already sealed. Properties included in the scheme = 9.5.										
E	**Properties to include**										
	9.5 properties are considered to receive a special benefit. Therefore, Total Special Benefits (in) is apportioned to 9.5 properties.										
F	**Estimate of Total Special Benefits out of the scheme -TSB (out)**										
	There are 0 (zero) land parcels which are fully non-rateable that are considered to receive special benefit but are out of the scheme.										
	Properties Excluded			**TSB (out) =**	**0**						
G	**Estimate of Total Special Benefits in the scheme - TSB (in)**										
	Park Street is a category 2 road. This road, under the SRC Policy and procedures will receive a special beneft of 75% and a community benefit of 25%.										
	Properties Included			**TSB (in) =**	**9.5**						
H	**Estimate of Total Community Benefit -TCB**										
	It is considered that people in the Portarlington community will not receive a large benefit from the upgrade of Park Street as the road is not used to access other areas, apart from the properties adjacent to it and other local roads. TCB = (Total Access Benefits (9.5) / 0.75) x 0.25										
				TCB =	**3.16**						
I	**Calculate "Benefit Ratio" - R**										
	Benefits Ratio =			TSB (in)	=	9.5					**0.75**
				TSB (in) + TSB (out) + TCB		9.5 + 0 + 3.16					
J	**Maximum Total Levy (S)**										
	Maximum Total Levy S = R X C										**$328,165.50**
	Council Contribution to Special Charge Scheme										$109,388.50

Attachment 4

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC) - SCHEDULE 'C'

PARK STREET, PORTARLINGTON – PROPOSED SPECIAL CHARGE

Prop Key	Address	Access	Amenity	Total	Charge
257691	22 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$30,396.12
257694	28 Park Street, PORTARLINGTON VIC 3223	0	0.5	0.5	$12,946.49
257690	20 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$41,653.94
368619	6 Willis Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$20,264.08
368620	8 Willis Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$28,144.55
368621	25 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$15,760.95
263100	10 Willis Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$39,402.38
257692	24 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$29,270.34
257693	26 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$31,521.90
263101	29-31 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$78,804.75
	TOTAL	**4.5**	**5**	**9.5**	**$328,165.50**

MINUTES

—

SUBMISSION REVIEW PANEL HEARING
Park street, Portarlington – Road Construction –
Special Rates and Charges 362 and
Proposed sale of land at 43 the Boulevard, Norlane

Wednesday, 17 July 2024
5.30PM

City Hall
57 Little Malop Street, Geelong 3220

PANEL:
Cr B Harwood (Kardinia Ward) – Chair
Cr T Sullivan (Bellarine Ward) - Mayor
Cr J Mason (Bellarine Ward)
Cr E Wilkinson (Bellarine Ward)
Cr P Murrihy (Brownbill Ward)
Cr B Moloney (Kardinia Ward

CITY OF GREATER GEELONG

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3.1. Panel Consideration of Submissions made to Park street, Portarlington – Road Construction – Special Rates and Charges 362 & Proposed sale of land at 43 the Boulevard, Norlane 8

4. CLOSE OF MEETING.....26

Present: Cr B Harwood (Chair), Cr T Sullivan (Mayor), Cr B Moloney, Cr J Mason, Cr P Murrihy, Cr E Wilkinson

Also Present: James Stirton (Executive Director City Life), Shaun Nuttall – Manager Civil Infrastructure, Aaron McGlade (Coordinator Civil Infrastructure), Alison McGorman (Special Rates and Charges Program Manager), Jacquilyn Douglas (Acting Manager Council & Corporate Governance), Emily Ryan (Acting Council Business Coordinator) Leeanne Higgins (Coordinator Property & Leasing)

Opening: The Chair declared the meeting open at 5.30pm.

1. PROCEDURAL MATTERS

1.1. Acknowledgement of Country

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

1.2. Apologies

Nil

1.3. Declarations of Conflicts of Interest

Nil

1.4. Procedure for Hearing Submissions

The Chair made a brief statement on the procedure for hearing submissions and provided the attendees of an update to the objection / support ratios for the Panel Consideration of Submissions made to Park street, Portarlington – Road Construction – Special Rates and Charges 362.

2. HEARING OF SUBMISSIONS

2.1. Order of Submissions

Topic: Special Rate and Charge Scheme – Park Street, Portarlington	
No.	Summary of verbal submissions
1	The submitter raised concerns around affordability considering the contribution asked for. Inequity in calculating the apportionment of costs. The properties that voted for the road construction have much more valuable properties. The assessed amenity benefits will not be realised by this property as a result of the works.
2	Detailed information in the attachments to the intention to declare report presented to councilors was not made available to property owners. Concern for the financial welfare of neighbor. Alternative solutions could have been presented to property owners.
3	Inequity in calculating the apportionment of costs. The road is dirty and dusty. After rain, the road becomes muddy and messy.
4	A clearer understanding of what the estimated costs cover. Whether there is an alternative, more cost-effective solution to ensure the surface of Park Street become safer. Reconsideration of cost apportionment.
5	Raised concerns that Incorrect data in intention to declare report. More say on method of cost apportionment. Inequity in calculating the apportionment of costs. Alternative solutions could have been presented to property owners.
6	Raised concerns that Incorrect data in intention to declare report. Inequity in calculating the apportionment of costs. Alternative solutions could have been considered. Consideration of current economic conditions. Current road surface not suitable.

Topic: Proposed Sale of Land at 43 The Boulevard, Norlane	
No.	
1	• The submitter spoke to their submission Does not object to the sale of the land. • Concerned there is not enough car parking in the precinct and wants parking issues addressed. • The Boulevard and Morgan St are busy due to lots of small business in the area. This pushes parking to Rodney St where the Theatre Company has young children attending and is concerned for safety due to traffic.
2	Submitter did not attend.

3. REPORTS

3.1. Panel Consideration of Submissions made to Park street, Portarlington – Road Construction – Special Rates and Charges 362 and the Proposed sale of land at 43 the Boulevard, Norlane

Item 1 - Park street, Portarlington – Road Construction – Special Rates and Charges 362
Source: **City Infrastructure**
Executive Director: **James Stirton**

Item 2 - Proposed sale of land at 43 the Boulevard, Norlane
Source: **Corporate Services**
Executive Director: **Troy Edwards**

Purpose

1. The purpose of the Submissions Review Panel is to consider all submissions received for the following:

   1.1. Park street, Portarlington – Road Construction – Special Rates and Charges 362; and

   1.2. Proposed sale of land at 43 the Boulevard, Norlane.

Background

2. Council endorsed for community consultation the Park Street, Portarlington - Intention to Declare Report - Special Rate and Charge Scheme SRC 362 at its 26 March 2024 Council Meeting **(Attachment 1).**

3. Council endorsed for community consultation the Proposed Sale of Part 43 The Boulevard, Norlane at its 23 April 2024 Council Meeting **(Attachment 2)**.

Key Matters

4. Council will receive a report from the Submissions Review Panel and consider recommendations when the reports for each item are presented to the Council in August 2024.

5. A full copy of all submissions has been provided to Councillors.

6. All submitters have received an acknowledgement of their submission.

Resolution

Cr Wilkinson mover, Cr Mason seconded.

That the Submissions Review Panel:

1. **Acknowledge the submissions received; and**
2. **Thank the submitters for their submissions; and**
3. **Having heard all persons wishing to speak to their submissions, recommends that Council consider the submissions at a Council meeting to be held on 27 August 2024.**

Carried

Attachments

1. Council Meeting - 26 March 2024 - Item 3.6. Park Street, Portarlington - Intention to Declare Report [**3.1.1** - 12 pages]
2. Council Meeting - 23 April 2024 - 2.9. Proposed Sale of Part 43 The Boulevard, Norlane [**3.1.2** - 4 pages]

3.6. Park Street, Portarlington - Intention to Declare Report - Special Rate and Charge Scheme SRC 362

Source: **City Infrastructure**
Executive Director: **James Stirton**

Purpose

1. This report seeks a resolution by Council of its Intention to Declare a Special Charge Scheme (SRC) to partially fund the road construction and sealing of Park Street, Portarlington.

Background

2. The proposed road construction and sealing works have been developed in response to complaints from residents requesting to seal the road. Sealing the road will improve amenity, road safety and limit the impacts from dust, mud and stone scatter to the adjacent properties.

   The City facilitated a large early engagement program throughout Portarlington where we surveyed all properties abutting an unsealed road to determine the community's appetite for sealing these roads through our SRC program.

   For various reasons, interest in sealing the majority of unsealed roads under an SRC scheme was not realised. Park Street was the only street which gained majority support through both our early engagement and the more recent, SRC consultation phase.

   As part of the SRC community engagement phase which took place in November 2023, accurate cost apportionment was provided to the Park Street property owners. The majority support garnered through this exercise was done so with each property owner understanding their contribution costs.

Key Matters

3. The total scheme cost is estimated at $437,554.00 with property owners contributing $328,165.50 (75%) and a contribution from the City of $109,388.50 (25%) in recognition of the community benefit. The estimated cost and apportionment are shown in **Attachment 3 – Schedule C.**

4. There are 11 properties abutting the proposed scheme which will receive a special benefit. Six properties support the upgrade under an SRC Scheme (contribution value of $148,040.36) and 5 are not in support (contribution value of $180,125.14). There are no properties owned by the City within the scheme.

5. Based on the majority support, the scheme has been prepared in accordance with the special rate and charge provisions of the *Local Government Act 1989*, along with Council's Special Rates and Charges Policy and procedures.

RESOLUTION - Item 3.6

Cr Mason moved, Cr Wilkinson seconded -

That Council:

1. Gives notice of its Intention to Declare a Special Charge Scheme in accordance with Section 163 (A) of the *Local Government Act 1989* (the Act), as follows:
- **1.1. The special charge is declared for a period of five years commencing on the date on which it is levied.**
- **1.2. The special charge be declared for the purpose of defraying expenses incurred by the City in relation to road construction and sealing at Park Street, Portarlington.**
  - **1.2.1. Council considers the works will be a special benefit to those persons required to pay the special charge (and who are described in succeeding parts of this Resolution); and**
  - **1.2.2. The scheme arises out of Council's function of planning for and providing infrastructure for property owners.**
- **1.3. The total cost of the scheme be recorded as $437,554.00, refer Attachment 1 – Schedule A.**
- **1.4. It be recorded that, for the purpose of Section 163 (2A) of the Act, (refer to Attachment 2, Schedule B) the special charge proceeds will not exceed the amount calculated in accordance with the prescribed formula (R x C = S), where:**
  - **1.4.1. `Benefit ratio' R is calculated at 1 represents the special benefits to all persons liable to pay the special charge**
  - **1.4.2. `Total cost' C of performing the function described in part 1.2 of this resolution based on estimated cost be recorded as $437,554.00**
  - **1.4.3. `Maximum levy' (S) be recorded as $328,165.50**
- **1.5. The following be specified as the area for which the special charge is so declared:**
  - **1.5.1. The area within municipal district of Council highlighted in the plan at Attachment 4.**
- **1.6. The following be specified as the criteria which forms the basis of the special charge so declared:**
  - **1.6.1. Land within the area shown on the plan at Attachment 4.**
- **1.7. The following be specified as the criteria which form the basis of the special charge so declared:**
  - **1.7.1. Ownership of any land described in Section 1.6 of this Resolution.**
- **1.8. The following be specified as the way the special charge so declared will be assessed and levied:**
  - **1.8.1. The property receives an access and/or amenity benefit;**
  - **1.8.2. The maximum levy includes an access and/or amenity benefit;**

1.8.3. The special charge will be levied by sending a notice to the person who is liable to pay, pursuant to Section 163(4) of the Act.

1.9. Having regard to the preceding parts of this Resolution but subject to Section 166 (1) of the Act, it be recorded that;

1.9.1. The owner of the land described in column 1 and 2 is liable for the estimated amount set out in column 6 of Attachment 3 -Schedule C; and

1.9.2. The owner may, subject to any further resolution of Council pay the special charge in the following manner;

1.9.2.1. The charge will become due and payable within one month of the issue of the notice requesting payment pursuant to Section 167 (3) of the Act;

1.9.2.2. Interest will not be charged for six months after the issue of the notice provided the person liable makes timely payment in accordance with any repayment arrangements that may be agreed on by the City; and

1.9.2.3. In accordance with Section 172 of the Act, the interest rate payable on the special charge which has not been paid by the specific date is set at the City's overdraft rate, reviewed every three months (provided that it shall not exceed the rate fixed by the Governor in Council by Order for the purposes of Section 172 (2A) in which case the rate of interest shall be the maximum rate fixed by the Governor in Council by Order for the Purposes of this section).

1.10. Consider any submission made under Section 223 of the Act and the proposed declaration via Council's Submission Review Panel, and then by Council at a subsequent meeting, at which time Council will consider making a declaration in the form proposed.

1.11. Authorise the Chief Executive Officer to give public notice of the proposed declaration in accordance with sections 163 (1A) and (1B) of the Act and send a copy of the public notice to the person who is liable to pay the charge in accordance with Section 163 (1C) of the Act.

Carried

Financial Sustainability

6. Proposed cost for the road construction and sealing scheme is $437,554.00.

7. The City will fund $109,388.50 (25%) and property owners will fund $328,165.50 (75%) if this project is declared. The City has afforded a budget allocation within the 2023-2027 Capital works budget to cover the required contribution value if the scheme progresses.

8. Special charges are a key source of revenue for Council's civil infrastructure construction programs which enable the timely delivery of community requested infrastructure that provides a higher level of service than currently available and deliverable with existing capital budgets.

9. It is recognised that significant hardship can be experienced by members of our community. The City will consider an application for financial hardship relief confidentially and objectively based on the information provided by the person in the application and will advise of its decision in writing after receiving the application and all supporting information.

10. The cost apportionment method used for this scheme is `site value', taking into consideration each properties access and/or amenity value. The Valuer-General Victoria is responsible for all valuations which are undertaken annually. The cost apportionment methods considered have been provided in **Attachment 6**.

Community Engagement

11. To develop the scheme to an intention to declare stage, three community consultation phases were conducted with property owners seeking to confirm support for the Special Charge Scheme.

12. The initial consultation stage in August 2022 was the City connecting with those in the Portarlington community whose properties abutted an unsealed road. This early engagement was to determine the appetite of homeowners to financially contribute to upgrading their unsealed road to a sealed surface.

13. A second engagement phase in July 2023, was directed toward property owners in those streets which supported an SRC scheme during our initial consultation. This second phase provide property owners with additional information in relation to, the Special Rate and Charge process, designs and cost apportionment.

14. The outcome from the second engagement phase identified Park Street as the sole street within Portarlington which continued to receive support for an SRC scheme. In November 2023, the City implemented a 3rd consultation phase, engaging with the property owners of Park Street only, presenting a refined design and cost apportionment for each property.

15. There are 11 residential properties abutting the proposed road construction and sealing work that will receive a special benefit. Responses have been received from all 11 property owners. Six properties support the road upgrade under a Special Charge Scheme and five do not.

16. The Special Charge Scheme process is described in **Attachment 5**. This submission relates to the stage "Intention to Declare Scheme".

17. Further correspondence will be sent to all affected property owners should Council resolve to make its intention to declare the Special Charge Scheme.

Social Equity and Sustainability

18. The provision of properly sealed and drained roadways is aligned to the Council Plan and provides improved amenity, connectivity and safety for motorists and pedestrians.

19. Costs have been apportioned based on the access and/or amenity benefit from Park Street to each property included in the proposed Scheme at the current time.

20. Council is not required to levy a special rate and charge on any or every property that will receive a special benefit. A property with a special benefit may be excluded from the scheme for any of the following reasons:

    20.1. Council is unable to levy a special charge on the property;

    20.2. The owner of the property has already contributed to the costs of the works through a development levy;

    20.3. Council considers that there are advantages for the municipality in excluding the property from the scheme;

    20.4. Council considers that the special benefits for the property are marginal and would not warrant including the property in the scheme; or

    20.5. Any other reason that Council considers appropriate.

Relevant Law/Policy/Legal Implications

21. The scheme has been prepared in accordance with the Special Rate and Charge provisions of the *Local Government Act 1989,* consultation requirements of the *Local Government Act 2020* and Council's Special Rates and Charges Policy and procedures.

Alignment to Community Plan and Vision

22. This report aligns with Our Community Plan 2021-2025 strategic priority:
    Healthy, caring and inclusive community.
    High-performing council and organisation.

23. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
    A fast, reliable and connected transport network.
    An inclusive, diverse, healthy and socially connected community.

Conflict of Interest

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

Risk Assessment

25. Sealing Park Street, Portarlington will provide improved driving conditions for motorists with a defined and standard profile.

26. Sealing Park Street, Portarlington will provide an enhanced level of service to residents compared to the level of service provided by a gravel road.

27. In making its intention to declare the scheme, Council is subject to the submissions process made under Section 223 of the *Local Government Act 1989* and potential for the scheme to subsequently be referred to VCAT in making a final determination.

Environmental Sustainability

28. The road infrastructure proposal provides sealed access, improved drainage and amenity as dust, mud and stone scatter concerns are mitigated.

29. It is anticipated that no significant vegetation removal will be required to complete this project.

30. The City will encourage the use of recycled materials for the project construction.

Attachments

1. Attachment 1 Cost Estimate Park Street Portarlington SRC362 Intention to Declare D23 5648 [**3.6.1** - 1 page]
2. Attachment 2 Benefit Cost Ratio Park Street Portarlington SRC362 Intention to Declare D23 [**3.6.2** - 1 page]
3. Attachment 3 Proposed special charge Park Street Portarlington SRC362 Intention to Declar [**3.6.3** - 1 page]
4. Attachment 4 Plan Park Street SRC362 Intention to Declare D23 564887 [**3.6.4** - 1 page]
5. Attachment 5 Scheme Process Park Street Portarlington SRC362 Intention to Declare D23 564 [**3.6.5** - 1 page]
6. Attachment 6 Cost Apportionment Methods Park Street Portarlington SRC362 Intention to (2) [**3.6.6** - 1 page]

Attachment 1

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC) - SCHEDULE 'A'

PARK STREET, PORTARLINGTON – COST ESTIMATES

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE $	AMOUNT $
1.00	**GENERAL**				
1.01	Initial site establishment and set up, decamping and site cleanup and other fixed costs up to time of completion of works.		Item	$0.00	$30,000.00
1.02	Traffic management costs.		Item		$20,000.00
1.03	Setting out of works.		Item	$0.00	$1,000.00
1.04	Service / Cable locations		Item	$0.00	$1,000.00
2.00	**EARTHWORKS & DEMOLITION**				
2.01	Excavation and disposal of all materials to limits of work as indicated on plan, including trimming for new road pavement, excavation of soft spots and removal of concrete.	700	m^3	$80.00	$56,000.00
2.02	Placement and consolidation of engineered fill with approved materials in preparation for new works.	100	m^3	$80.00	$8,000.00
3.00	**PAVEMENT WORKS**				
3.01	150mm compacted depth Class 2 20mm crushed rock, supplied, spread and compacted.	200	m3	$120.00	$24,000.00
3.02	150mm compacted depth Class 3 40mm crushed rock, supplied, spread and compacted.	200	m^3	$110.00	$22,000.00
	SUPPLY, DELIVERY AND PLACEMENT OF ASPHALT PRODUCTS USING PAVER *Including temporary traffic control and warning devices, such as signs, lights and barriers, at or on the approaches to work or immediately adjacent to roadways.*				
3.03	Size 10 Type N & H Asphalt (101-200 Tonne p/day)	110	Tonne	$238.00	$26,180.00
4.00	**DRAINAGE**				
	PIPES				
4.01	100mm dia Sub-Soil drains including excavation, supply, placement and provision of approved backfill.	400	m	$48.00	$19,200.00
4.02	300mm dia RC pipe, supplied, laid and jointed including excavation, placement of approved fine crushed rock bedding and back-filling with approved FCR.	130	m	$350.00	$45,500.00
	PITS : SEP				
4.03	900mm x 600mm S.E.Pit, less than 1.5m deep with Class B FRP type cover, supplied and placed including excavation, placement of approved fine crushed rock bedding and back-filling with approved material.	7	No.	$2,000.00	$14,000.00
5.00	**CONCRETE WORKS:**				
	KERB CONSTRUCTION Price to supply all materials and complete all works associated with the excavation and preparation of bedding, supply and placement of concrete Kerb & Channel, including reinstatement of work zone.				
5.02	B2 Semi-mountable kerb and channel 600mm wide, incl. fine crushed rock bedding. (over 25m)	400	m	$150.00	$60,000.00
	KERB CROSSING CONSTRUCTION				
5.03	Vehicle crossing layback 4m wide, including bedding & formwork.	9	No.	$500.00	$4,500.00
5.04	Pram crossing 1.5m wide, including fine crushed rock bedding.	2	No.	$350.00	$700.00
6.00	**LANDSCAPING**				
6.01	Top soiling and seeding nature strips, medians and outer separators.	300	m^2	$15.00	$4,500.00
SUB-TOTAL : A					$336,580
7.00	**PROVISIONAL ITEMS**				
7.01	Alteration to private Water supply.		No		$0.00
7.02	Alteration to private Gas supply.		No		$0.00
SUB-TOTAL : B					$0

SUB-TOTAL : C (=A+B)	$336,580
30% CONTINGENCY : D	$100,974
CONSTRUCTION COST ESTIMATE : E (=C+D)	$437,554

Attachment 2

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC) - SCHEDULE 'B'

PARK STREET, PORTARLINGTON – BENEFIT COST RATIO

A	**Purpose**								
	To seal Park Street, Portarlington with kerb and channel								
B	**Coherence**								
	The works will provide a special benefit to all properties abutting Park Street, Portarlington. A properly sealed road with adequate drainage will provide improved amenity as dust and mud concerns are mitigated. Property at 32 High Street has not been included in the scheme as the full property is on an already sealed road.								
C	**Total Cost C**								
	Total Estimated cost of works								$437,554.00
	Direct funding by Council (due to error in original formula BCR) = no difference to originally estimated costs)								$230.29
					TOTAL COST				$437,323.71
D	**Identify Special Beneficiaries**								
	10 properties are considered to receive a special benefit. 9 properties receive an access benefit. 1 property (28 Park Street) receives an amenity benefit only. Access to their property is on Langdon Street which is already sealed. Properties included in the scheme = 9.5.								
E	**Properties to include**								
	9.5 properties are considered to receive a special benefit. Therefore, Total Special Benefits (in) is apportioned to 9.5 properties.								
F	**Estimate of Total Special Benefits out of the scheme -TSB (out)**								
	There are 0 (zero) land parcels which are fully non-rateable that are considered to receive special benefit but are out of the scheme.								
	Properties Excluded			**TSB (out) =**	**0**				
G	**Estimate of Total Special Benefits in the scheme - TSB (in)**								
	Park Street is a category 2 road. This road, under the SRC Policy and procedures will receive a special benefit of 75% and a community benefit of 25%.								
	Properties Included			**TSB (in) =**	**9.5**				
H	**Estimate of Total Community Benefit -TCB**								
	It is considered that people in the Portarlington community will not receive a large benefit from the upgrade of Park Street as the road is not used to access other areas, apart from the properties adjacent to it and other local roads. TCB = (Total Access Benefits (9.5) / 0.75) x 0.25								
				TCB =	**3.16**				
I	**Calculate "Benefit Ratio" - R**								
	Benefits Ratio =			TSB (in) / TSB (in) + TSB (out) + TCB	=	9.5 / 9.5 + 0 + 3.16			**0.75**
J	**Maximum Total Levy (S)**								
	Maximum Total Levy S = R X C								**$328,165.50**
	Council Contribution to Special Charge Scheme								$109,388.50

Attachment 3

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC) - SCHEDULE 'C'

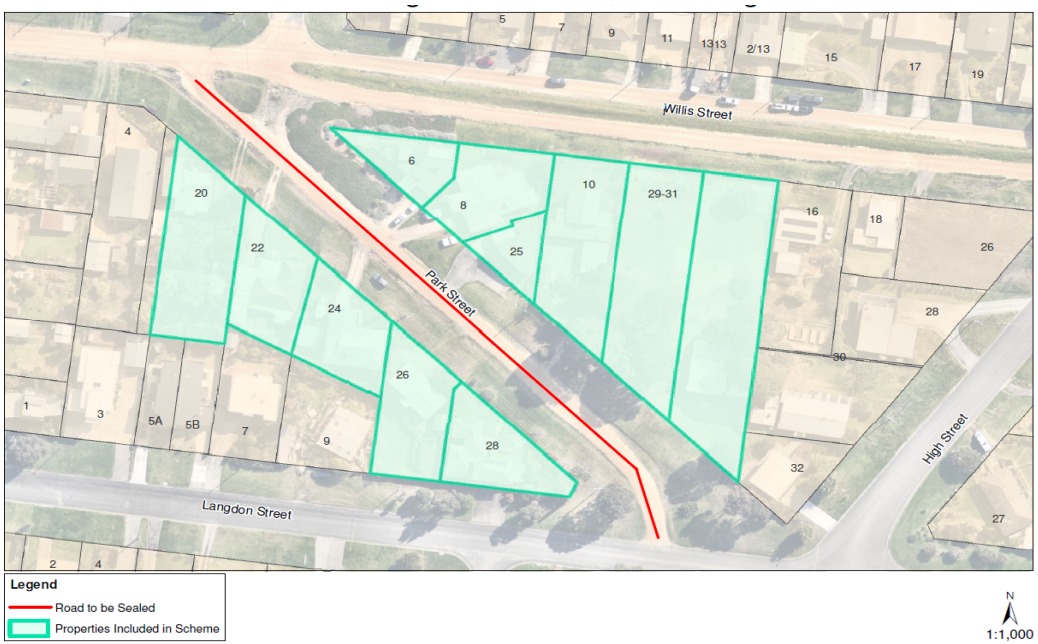
PARK STREET, PORTARLINGTON – PROPOSED SPECIAL CHARGE

Prop Key	Address	Access	Amenity	Total	Charge
257691	22 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$30,396.12
257694	28 Park Street, PORTARLINGTON VIC 3223	0	0.5	0.5	$12,946.49
257690	20 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$41,653.94
368619	6 Willis Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$20,264.08
368620	8 Willis Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$28,144.55
368621	25 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$15,760.95
263100	10 Willis Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$39,402.38
257692	24 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$29,270.34
257693	26 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$31,521.90
263101	29-31 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$78,804.75
	TOTAL	**4.5**	**5**	**9.5**	**$328,165.50**

Attachment 4

SPECIAL RATE AND CHARGE SCHEME (SRC)

PARK STREET, PORTARLINGTON – PLAN



Attachment 5

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC)

PARK STREET, PORTARLINGTON – PROCESS CHART

Stage	***Status***	***Description***	***Date***
Approval to prepare Scheme	✓	Decision to prepare a scheme following consideration of surveys of property owners and feedback from the community. Scheme preparation involved survey, design and calculating apportionment of cost.	December 2023
Intention to Declare Scheme		Report to Council providing information on the scheme including advice of planned advertising of the scheme and declaration of charge. Seek Council approval by resolution to proceed with formal process.	
Advertisement		The Scheme will be advertised in the local newspaper and all benefitting property owners will be notified by mail. This advertisement will indicate Council's intention and notification to 'declare' a Scheme.	
Submissions		From the time of advertising property owners have 28 days (as set down by the *Local Government Act 1989*) to lodge submissions, either in support or opposition to the Scheme.	
Submissions Review Panel Hearing		All submitters will have the opportunity to be heard by a Submissions Review Panel. All submissions will also be provided as part of the Declaration report.	
Declaration Report		Following the submission review period, Council will consider a report on the scheme and will decide to proceed to "declare" the charges in accordance with its advertised intent or abandon the scheme. If declared, a levy notice will be issued, and a formal charge placed on the property. This is the final step in the process for Council to make a decision on the scheme.	
Appeal		Property owners will have the opportunity to lodge an application with the Victorian Civil and Administrative Tribunal (VCAT) within one month of issue of the levy notice. Invoices will be sent within 12 months of the scheme being declared.	
Construction		The City will construct the works.	
Final Cost Report		At the completion of the works the Scheme is "finalised" considering actual costs incurred. Payments are adjusted accordingly.	

Attachment 6

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC)

PARK STREET, PORTARLINGTON – COST APPORTIONMENT METHODS CONSIDERED

					Special benefit	$328,165.50				
						Lowest cost to property				
Prop Key	Address	Access	Amenity	Total	Site value	Site value to be charged	Equal Share Charge	Property abutting (metres)	Property abutting to be charged	
257691	22 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$675,000.00	$30,396.12	$31,253.86	27.10	$32,747.07	
257694	28 Park Street, PORTARLINGTON VIC 3223	0	0.5	0.5	$287,500.00	$12,946.49	$15,626.93	10.73	$12,959.86	
257690	20 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$925,000.00	$41,653.94	$31,253.86	30.00	$36,251.37	
368619	6 Willis Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$450,000.00	$20,264.08	$31,253.86	34.09	$41,193.64	
368620	8 Willis Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$625,000.00	$28,144.55	$31,253.86	15.00	$18,125.68	
368621	25 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$350,000.00	$15,760.95	$31,253.86	26.56	$32,094.54	
263100	10 Willis Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$875,000.00	$39,402.38	$31,253.86	25.00	$30,209.47	
257692	24 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$650,000.00	$29,270.34	$31,253.86	27.40	$33,109.58	
257693	26 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$700,000.00	$31,521.90	$31,253.86	25.70	$31,055.34	
263101	29-31 Park Street, PORTARLINGTON VIC 3223 (x2 properti	1	1	2	$1,750,000.00	$78,804.75	$62,507.71	50.00	$60,418.95	
				10.5	$7,287,500.00	**$328,165.50**	**$328,165.50**	271.58	**$328,165.50**	
						5	1		4	

Benefits for all properties land = properly sealed road with adequate drainage providing improved amenity as dust and mud/slippery surface concerns are mitigated. Highest amount charged is $78,804.75 for a double plot of land under the site value method.

The portion of property abutting the works is a fair approach we considered but there are more properties benefitting from the 'site value' method.

Site value continues to be the fairest and most reasonable approach as its based on the estimated cost of the land alone, no property. The highest charge is $78,804.75 due to the property being a double lot. This is the only property being asked to contribute over $50,000.

Site value was the cost apportionment method used when calculating the cost apportionments for the group of unsealed roads. A uniformed approach to the cost apportionment for these roads was also considered to be the best method.

2.9. Proposed Sale of Part 43 The Boulevard, Norlane

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Purpose

1. To seek Council approval to commence community engagement on the proposed sale of land located at 43 The Boulevard, Norlane.

Background

2. The land abuts the Wathaurong Aboriginal Co-operative Ltd (WAC) at 60-62 Morgan Street, North Geelong.

3. The WAC are planning a significant redevelopment of its site to centralise its many services and require additional land to achieve its goals.

Key Matters

4. The City's land at 43 The Boulevard, Norlane is public open space and includes a shared pathway. The shared pathway will remain on City owned land within the road reserve.

5. Approximately 5,000 m2 of the land is proposed to be sold to the WAC to be incorporated into the redevelopment of its facilities.

6. If the land is sold, the contract of sale will be subject to the land being rezoned to SUZ.

RESOLUTION - Item 2.9

Cr Hathway moved, Cr Aitken seconded -

That Council:

1. **Endorse the commencement of community engagement and invite submissions on the proposed sale of land located at 43 The Boulevard, Norlane being part certificate of title volume 11596 folio 977.**

2. **Appoint a Submission Review Panel to hear any submissions if any person wishes to appear in person or be represented by a person specified in support of the submission; and**

3. **Note that a further report will be presented to Council to consider the outcome of the community engagement.**

Carried

Financial Sustainability

7. There are no financial implications in undertaking community engagement.

8. If the Council resolves to sell the land, commercial terms will be guided by a current market valuation for the land.

Community Engagement

9. Community engagement is required on Council's intention to sell the land in accordance with section 114 of the *Local Government Act* 2020 and the Council's Community Engagement Policy.

10. Submissions will be invited during the community engagement and any person will have an opportunity to make a written submission on the proposed sale of the land. A submitter is entitled to request in the submission that the person wishes to appear or be represented by a person specified in the submission, at a meeting to be heard in support of their submission.

Social Equity and Sustainability

11. There are no implications in undertaking community engagement for the proposed sale of land.

12. The proposed sale of the land will benefit the WAC in redeveloping its site and realising its masterplan to enhance service delivery.

Relevant Law/Policy/Legal Implications

13. Council must comply with sections 114, *Local Government Act* 2020 when selling land.

Alignment to Community Plan and Vision

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

15. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

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

Risk Assessment

17. The land is a former land fill site. Several assessments of the land have been completed to determine the risk of contamination from this previous use. Advice has been obtained from the EPA through referral for rezoning the land and referred to an independent and suitably qualified consultant to ensure the City has met its obligations as the land manager.

18. If the land is to be sold, the history of the land use and reports and findings related to the land contamination assessments will be fully disclosed and conditions acknowledging this will be included in the contract.

19. An Environmental Audit Overlay will be applied to the land so that any future change of use or permits for works will require assessment of the consequential risks.

Environmental Sustainability

20. An environmental overlay (EAO) will be applied to the land which will ensure that any change of use will require appropriate assessment of any risks due to the former landfill use.

21. The EAO will apply to applications for future sensitive uses such as a childcare centre. If the land use was for a car park, the environmental audit would not be necessary, however the risk of landfill gas and contamination that may be exposed via excavation works would need to be investigated and managed.

Attachments

1. Attachment 1 - Site Plan [**2.9.1** - 1 page]

Attachment 1: Site plan of proposed land sale area

The site at 43 The Boulevarde is currently a larger site of approximately 12,500m² with the title split by The Boulevarde Road reserve. The vacant Council owned park on the eastern side of The Boulevarde and to the east of the public cycling trail is approximately 5,000m² in area. This is an adequate size to achieve the WAC objectives for this site. The subdivision should occur relatively early in the process to assist in the Planning Scheme Amendment as only the shaded area in Figure 12 needs to be rezoned.



4. CLOSE OF MEETING

As there was no further business the meeting closed at 6.05pm on Wednesday 17 July 2024.

Attachment 6

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC)

PARK STREET, PORTARLINGTON – PROCESS CHART

Stage	***Status***	***Description***	***Date***
Approval to prepare Scheme	✓	Decision to prepare a scheme following consideration of surveys of property owners and feedback from the community. Scheme preparation involved survey, design and calculating apportionment of cost.	December 2023
Intention to Declare Scheme	✓	Report to Council providing information on the scheme including advice of planned advertising of the scheme and declaration of charge. Seek Council approval by resolution to proceed with formal process.	26/04/24
Advertisement	✓	The Scheme was advertised in the local newspaper and all benefitting property owners were notified by mail. This advertisement indicated Council's intention and notification to 'declare' a Scheme.	12/04/24
Submissions	✓	From the time of advertising property owners had 28 days (as set down by the *Local Government Act 1989*) to lodge submissions, either in support or opposition to the Scheme.	12/04/24 – 20/05/24
Submissions Review Panel Hearing	✓	All submitters had the opportunity to be heard by a Submissions Review Panel. All submissions have been provided as part of the Declaration report.	17/07/24
Declaration Report		Following the submission review period, Council will consider a report on the scheme and will decide to proceed to "declare" the charges in accordance with its advertised intent or abandon the scheme. If declared, a levy notice will be issued, and a formal charge placed on the property. This is the final step in the process for Council to make a decision on the scheme.	27/08/24
Appeal		Property owners will have the opportunity to lodge an application with the Victorian Civil and Administrative Tribunal (VCAT) within one month of issue of the levy notice. Invoices will be sent within 12 months of the scheme being declared.	
Construction		The City will construct the works.	
Final Cost Report		At the completion of the works the Scheme is "finalised" considering actual costs incurred. Payments are adjusted accordingly.	

2.4. Proposed Sale of part 43 The Boulevard Norlane

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Purpose

1. To advise Council of the outcome from community engagement and seek approval to sell 5,456m^2 of land at 43 The Boulevard, Norlane being part of the land within certificate of title volume 11569 folio 997.

Background

2. The land abuts the Wathaurong Aboriginal Co-operative Ltd at 60-62 Morgan Street, North Geelong.

3. The Wathaurong Aboriginal Co-operative Ltd are planning a significant redevelopment of its site to centralise its many services and require additional land to achieve its goals.

Key Matters

4. The City's land at 43 The Boulevard, Norlane is public open space and includes a shared pathway.

5. The plan of subdivision PS920593N (still to be registered) will create a Lot A with area measuring 5,456m2. The balance of the land will be Road Reserve and a Reserve that will be retained by the City. The shared pathway will remain on City owned land within the road reserve.

6. It is proposed to sell the Lot A of PS920593N to the Wathaurong Aboriginal Co-operative Ltd to be incorporated into the redevelopment of its facilities, subject to the Wathaurong Aboriginal Co-operative Ltd obtaining a planning permit for the redevelopment and that the land is rezoned to Special Use Zone Schedule 18.

7. A combined Planning Scheme Amendment (96A) and Planning Permit is being processed by officers from Strategic and Statutory Planning. The purpose of the amendment is to change the existing zone of the land currently owned by the Wathaurong Aboriginal Co-operative Ltd and the subject part of 43 The Boulevard, Norlane from the Public Park and Recreation Zone to a Special Use Zone Schedule 18 to enable the redevelopment of the existing buildings. The land within 43 The Boulevard will enable development for car parking.

RESOLUTION - Item 2.4

Cr Aitken moved, Cr Hathway seconded -

That Council:

1. **Note the outcome of the community engagement of the proposed sale of land at 43 The Boulevard, Norlane;**

2. **Determine that 5,456m2 of land contained within certificate of title volume 11569 folio 997, being Lot A in PS920593N (unregistered) is surplus to its requirements; and**

3. **Authorise the sale of the land to the Wathaurong Aboriginal Co-operative Ltd, subject to the Wathaurong Aboriginal Co-operative Ltd obtaining a planning permit for its development and the land being rezoned to Special Use Zone Schedule 18.**

Carried

Financial Sustainability

8. It is intended for the land to be rezoned from Public Park and Recreation Zone to a Special Use Zone Schedule 18 which is appropriate to the intended future use. The sale of the land will only proceed if the land is rezoned.

9. The land will be sold at an agreed value, with a market valuation completed to inform the sale price.

10. The Wathaurong Aboriginal Co-operative requested the City provide funding to undertake upgrades to the Morgan Street road reserve including formalisation of the existing unmade car park, additional landscaping, shared path, and a new pedestrian bridge. The City's Civil Infrastructure Unit advised that the Morgan Street car park is not scheduled for upgrade, and the road reserve is owned and managed by VicRoads. The City is considering the proposal and has estimated the magnitude of costs for the upgrade to be approximately $3.8 million.

Community Engagement

11. Community engagement has been completed in accordance with section 114 of the *Local Government Act* 2020 and the Community Engagement Policy.

12. Ten submissions were received: a copy of the full submissions has been provided to the Council.

13. Two submissions requested to be heard by a submissions review panel, however, were provided additional information and one chose not to take up the offer to be heard.

14. A summary of the key themes raised in the submissions and responses are:

Key themes of submissions	Officer's Response
Seven of the submissions expressed support for the sale of the land to the Wathaurong Aboriginal Cooperative and proposed future use of the land.	The support for the sale of the land reflects the Officers recommendation in the report.
Two submissions listed questions.	The submitters were directly contacted, and their questions discussed. They acknowledged they were satisfied with responses.
One submitted raised concerns about parking congestion, traffic movements, flooding and asking if the land was offered for public sale. Additional information was provided directly to the submitter in response to the concerns.	The land will be used for carparking by the Wathaurong Aboriginal Co-operative and will relieve the current congestion of on street parking in the area. The planning permit assessment will consider and address traffic

movements as part of the design of the development.

The land is elevated and not subject to flooding. It will provide an improved access to the Wathaurong Aboriginal Co-operative Ltd site as its current entrance is impacted by flooding at times.

The sale of the land is only being considered to support the proposed development project of the Wathaurong Aboriginal Cooperate project

Social Equity and Sustainability

15. The sale of the land to the Wathaurong Aboriginal Co-operative Ltd will benefit the organisation in developing its site and realising its masterplan for enhanced service delivery for Aboriginal and Torres Strait Island people.

Relevant Law/Policy/Legal Implications

16. The Council must comply with the *Local Government Act* 2020, section 114, Restriction on power to sell or exchange land.

17. The land is currently zoned Public Park and Recreation Zone. It will be a condition of a contract of sale that the land is rezoned to Special Use Zone Schedule 18 in accordance with the *Planning and Environment Act* 1987.

18. Section 24A (8) of the *Subdivision Act 1988* requires that:

> "If a body sells land under this section that was public open space, it must apply the proceeds:
> (a) first, in paying the expenses of or incidental to the sale; and
> (b) secondly, for any of the following recreational or cultural purposes:
> (i) halls and public buildings;
> (ii) sport, recreation, leisure and arts;
> (iii) parks, gardens and reserves;
> (iv) libraries and museums;
> (v) historic buildings and places; and
> (vi) public entertainment."

Alignment to Community Plan and Vision

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

20. 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

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

Risk Assessment

22. The land is within a former land fill site, with this use ceasing more than 30 years ago. The City has engaged suitably qualified consultants to undertake contamination assessments in accordance with recommendations by the EPA to understand the risk of the contamination to any future use. The Wathaurong Aboriginal Co-operative Ltd has also obtained assessments from suitably qualified consultants.

23. Contamination assessments have identified that there is minimal existing risk associated with the former use and contamination. However, an Environmental Audit Overlay (EAO) will be applied to the land any future change of use or permits for works will require assessment of the consequential risks.

24. The former land fill use of the land will be disclosed and in the contract of sale as required.

Environmental Sustainability

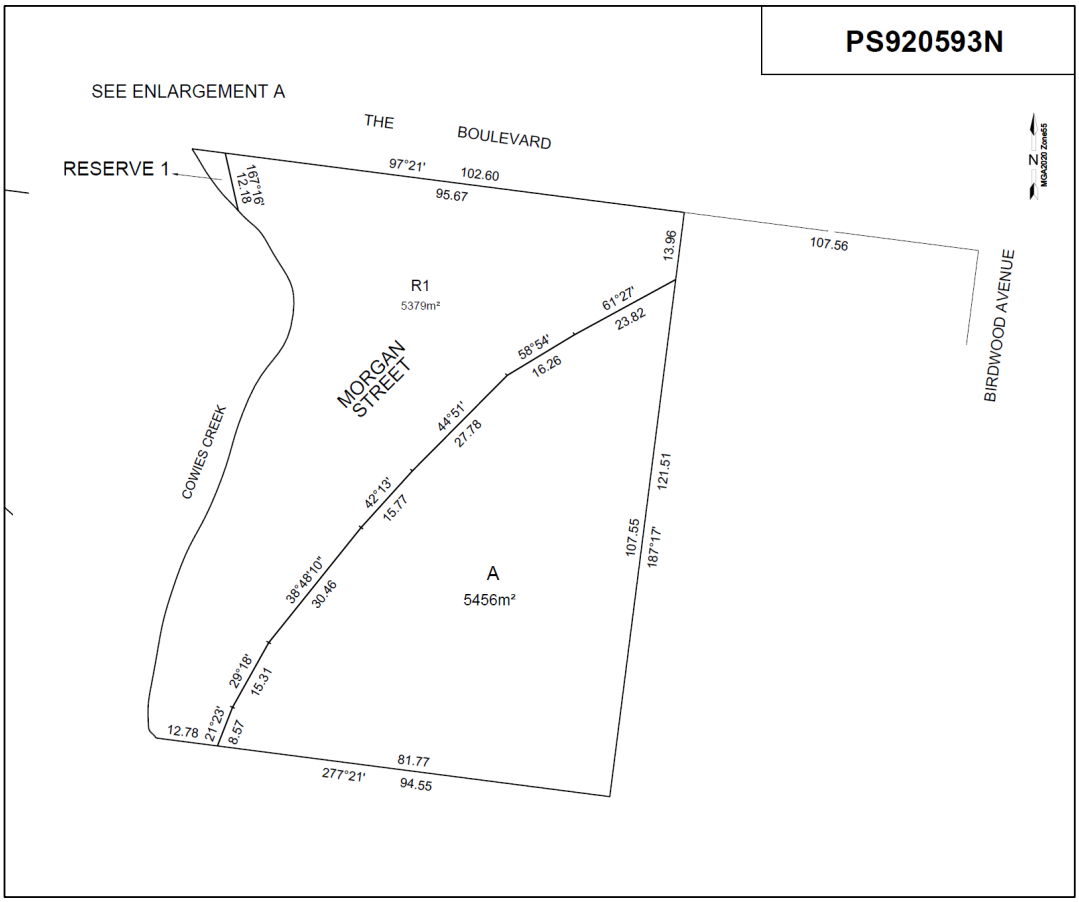
25. An EAO will be applied to the land which will ensure that any change of use will require appropriate assessment of any risks due to the former landfill use.

26. The EAO will apply to applications for future sensitive uses of the land. If the land use were for a car park, the environmental audit may not be necessary, however the risk of landfill gas and contamination that may be exposed via excavation works would need to be investigated and managed.

Attachments

1. 43 THE BOULEVARD NORLANE PLAN OF SUBDIVISION pdf [**2.4.1** - 1 page]
2. Minutes from SRP - 17 JULY 24 [**2.4.2** - 25 pages]

ATTACHMENT 1: PLAN OF SUBDIVISION FOR LOT A



MINUTES

SUBMISSION REVIEW PANEL HEARING
Park street, Portarlington – Road Construction –
Special Rates and Charges 362 and
Proposed sale of land at 43 the Boulevard, Norlane

Wednesday, 17 July 2024
5.30PM

City Hall
57 Little Malop Street, Geelong 3220

PANEL:
Cr B Harwood (Kardinia Ward) – Chair
Cr T Sullivan (Bellarine Ward) - Mayor
Cr J Mason (Bellarine Ward)
Cr E Wilkinson (Bellarine Ward)
Cr P Murrihy (Brownbill Ward)
Cr B Moloney (Kardinia Ward

CITY OF GREATER GEELONG

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4. CLOSE OF MEETING.....26

Present: Cr B Harwood (Chair), Cr T Sullivan (Mayor), Cr B Moloney, Cr J Mason, Cr P Murrihy, Cr E Wilkinson

Also Present: James Stirton (Executive Director City Life), Shaun Nuttall – Manager Civil Infrastructure, Aaron McGlade (Coordinator Civil Infrastructure), Alison McGorman (Special Rates and Charges Program Manager), Jacquilyn Douglas (Acting Manager Council & Corporate Governance), Emily Ryan (Acting Council Business Coordinator) Leeanne Higgins (Coordinator Property & Leasing)

Opening: The Chair declared the meeting open at 5.30pm.

1. PROCEDURAL MATTERS

1.1. Acknowledgement of Country

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

1.2. Apologies

Nil

1.3. Declarations of Conflicts of Interest

Nil

1.4. Procedure for Hearing Submissions

The Chair made a brief statement on the procedure for hearing submissions and provided the attendees of an update to the objection / support ratios for the Panel Consideration of Submissions made to Park street, Portarlington – Road Construction – Special Rates and Charges 362.

2. HEARING OF SUBMISSIONS

2.1. Order of Submissions

Topic: Special Rate and Charge Scheme – Park Street, Portarlington	
No.	Summary of verbal submissions
1	The submitter raised concerns around affordability considering the contribution asked for. Inequity in calculating the apportionment of costs. The properties that voted for the road construction have much more valuable properties. The assessed amenity benefits will not be realised by this property as a result of the works.
2	Detailed information in the attachments to the intention to declare report presented to councilors was not made available to property owners. Concern for the financial welfare of neighbor. Alternative solutions could have been presented to property owners.
3	Inequity in calculating the apportionment of costs. The road is dirty and dusty. After rain, the road becomes muddy and messy.
4	A clearer understanding of what the estimated costs cover. Whether there is an alternative, more cost-effective solution to ensure the surface of Park Street become safer. Reconsideration of cost apportionment.
5	Raised concerns that Incorrect data in intention to declare report. More say on method of cost apportionment. Inequity in calculating the apportionment of costs. Alternative solutions could have been presented to property owners.
6	Raised concerns that Incorrect data in intention to declare report. Inequity in calculating the apportionment of costs. Alternative solutions could have been considered. Consideration of current economic conditions. Current road surface not suitable.

Topic: Proposed Sale of Land at 43 The Boulevard, Norlane	
No.	
1	• The submitter spoke to their submission Does not object to the sale of the land. • Concerned there is not enough car parking in the precinct and wants parking issues addressed. • The Boulevard and Morgan St are busy due to lots of small business in the area. This pushes parking to Rodney St where the Theatre Company has young children attending and is concerned for safety due to traffic.
2	Submitter did not attend.

3. REPORTS

3.1. Panel Consideration of Submissions made to Park street, Portarlington – Road Construction – Special Rates and Charges 362 and the Proposed sale of land at 43 the Boulevard, Norlane

Item 1 - Park street, Portarlington – Road Construction – Special Rates and Charges 362
Source: **City Infrastructure**
Executive Director: **James Stirton**

Item 2 - Proposed sale of land at 43 the Boulevard, Norlane
Source: **Corporate Services**
Executive Director: **Troy Edwards**

Purpose

1. The purpose of the Submissions Review Panel is to consider all submissions received for the following:

   1.1. Park street, Portarlington – Road Construction – Special Rates and Charges 362; and

   1.2. Proposed sale of land at 43 the Boulevard, Norlane.

Background

2. Council endorsed for community consultation the Park Street, Portarlington - Intention to Declare Report - Special Rate and Charge Scheme SRC 362 at its 26 March 2024 Council Meeting **(Attachment 1).**

3. Council endorsed for community consultation the Proposed Sale of Part 43 The Boulevard, Norlane at its 23 April 2024 Council Meeting **(Attachment 2)**.

Key Matters

4. Council will receive a report from the Submissions Review Panel and consider recommendations when the reports for each item are presented to the Council in August 2024.

5. A full copy of all submissions has been provided to Councillors.

6. All submitters have received an acknowledgement of their submission.

Resolution

Cr Wilkinson mover, Cr Mason seconded.

That the Submissions Review Panel:

1. **Acknowledge the submissions received; and**
2. **Thank the submitters for their submissions; and**
3. **Having heard all persons wishing to speak to their submissions, recommends that Council consider the submissions at a Council meeting to be held on 27 August 2024.**

Carried

Attachments

1. Council Meeting - 26 March 2024 - Item 3.6. Park Street, Portarlington - Intention to Declare Report [**3.1.1** - 12 pages]
2. Council Meeting - 23 April 2024 - 2.9. Proposed Sale of Part 43 The Boulevard, Norlane [**3.1.2** - 4 pages]

3.6. Park Street, Portarlington - Intention to Declare Report - Special Rate and Charge Scheme SRC 362

Source: **City Infrastructure**
Executive Director: **James Stirton**

Purpose

1. This report seeks a resolution by Council of its Intention to Declare a Special Charge Scheme (SRC) to partially fund the road construction and sealing of Park Street, Portarlington.

Background

2. The proposed road construction and sealing works have been developed in response to complaints from residents requesting to seal the road. Sealing the road will improve amenity, road safety and limit the impacts from dust, mud and stone scatter to the adjacent properties.

   The City facilitated a large early engagement program throughout Portarlington where we surveyed all properties abutting an unsealed road to determine the community's appetite for sealing these roads through our SRC program.

   For various reasons, interest in sealing the majority of unsealed roads under an SRC scheme was not realised. Park Street was the only street which gained majority support through both our early engagement and the more recent, SRC consultation phase.

   As part of the SRC community engagement phase which took place in November 2023, accurate cost apportionment was provided to the Park Street property owners. The majority support garnered through this exercise was done so with each property owner understanding their contribution costs.

Key Matters

3. The total scheme cost is estimated at $437,554.00 with property owners contributing $328,165.50 (75%) and a contribution from the City of $109,388.50 (25%) in recognition of the community benefit. The estimated cost and apportionment are shown in **Attachment 3 – Schedule C.**

4. There are 11 properties abutting the proposed scheme which will receive a special benefit. Six properties support the upgrade under an SRC Scheme (contribution value of $148,040.36) and 5 are not in support (contribution value of $180,125.14). There are no properties owned by the City within the scheme.

5. Based on the majority support, the scheme has been prepared in accordance with the special rate and charge provisions of the *Local Government Act 1989*, along with Council's Special Rates and Charges Policy and procedures.

RESOLUTION - Item 3.6

Cr Mason moved, Cr Wilkinson seconded -

That Council:

1. Gives notice of its Intention to Declare a Special Charge Scheme in accordance with Section 163 (A) of the *Local Government Act 1989* (the Act), as follows:
- **1.1. The special charge is declared for a period of five years commencing on the date on which it is levied.**
- **1.2. The special charge be declared for the purpose of defraying expenses incurred by the City in relation to road construction and sealing at Park Street, Portarlington.**
  - **1.2.1. Council considers the works will be a special benefit to those persons required to pay the special charge (and who are described in succeeding parts of this Resolution); and**
  - **1.2.2. The scheme arises out of Council's function of planning for and providing infrastructure for property owners.**
- **1.3. The total cost of the scheme be recorded as $437,554.00, refer Attachment 1 – Schedule A.**
- **1.4. It be recorded that, for the purpose of Section 163 (2A) of the Act, (refer to Attachment 2, Schedule B) the special charge proceeds will not exceed the amount calculated in accordance with the prescribed formula (R x C = S), where:**
  - **1.4.1. `Benefit ratio' R is calculated at 1 represents the special benefits to all persons liable to pay the special charge**
  - **1.4.2. `Total cost' C of performing the function described in part 1.2 of this resolution based on estimated cost be recorded as $437,554.00**
  - **1.4.3. `Maximum levy' (S) be recorded as $328,165.50**
- **1.5. The following be specified as the area for which the special charge is so declared:**
  - **1.5.1. The area within municipal district of Council highlighted in the plan at Attachment 4.**
- **1.6. The following be specified as the criteria which forms the basis of the special charge so declared:**
  - **1.6.1. Land within the area shown on the plan at Attachment 4.**
- **1.7. The following be specified as the criteria which form the basis of the special charge so declared:**
  - **1.7.1. Ownership of any land described in Section 1.6 of this Resolution.**
- **1.8. The following be specified as the way the special charge so declared will be assessed and levied:**
  - **1.8.1. The property receives an access and/or amenity benefit;**
  - **1.8.2. The maximum levy includes an access and/or amenity benefit;**

1.8.3. The special charge will be levied by sending a notice to the person who is liable to pay, pursuant to Section 163(4) of the Act.

1.9. Having regard to the preceding parts of this Resolution but subject to Section 166 (1) of the Act, it be recorded that;

1.9.1. The owner of the land described in column 1 and 2 is liable for the estimated amount set out in column 6 of Attachment 3 -Schedule C; and

1.9.2. The owner may, subject to any further resolution of Council pay the special charge in the following manner;

1.9.2.1. The charge will become due and payable within one month of the issue of the notice requesting payment pursuant to Section 167 (3) of the Act;

1.9.2.2. Interest will not be charged for six months after the issue of the notice provided the person liable makes timely payment in accordance with any repayment arrangements that may be agreed on by the City; and

1.9.2.3. In accordance with Section 172 of the Act, the interest rate payable on the special charge which has not been paid by the specific date is set at the City's overdraft rate, reviewed every three months (provided that it shall not exceed the rate fixed by the Governor in Council by Order for the purposes of Section 172 (2A) in which case the rate of interest shall be the maximum rate fixed by the Governor in Council by Order for the Purposes of this section).

1.10. Consider any submission made under Section 223 of the Act and the proposed declaration via Council's Submission Review Panel, and then by Council at a subsequent meeting, at which time Council will consider making a declaration in the form proposed.

1.11. Authorise the Chief Executive Officer to give public notice of the proposed declaration in accordance with sections 163 (1A) and (1B) of the Act and send a copy of the public notice to the person who is liable to pay the charge in accordance with Section 163 (1C) of the Act.

Carried

Financial Sustainability

6. Proposed cost for the road construction and sealing scheme is $437,554.00.

7. The City will fund $109,388.50 (25%) and property owners will fund $328,165.50 (75%) if this project is declared. The City has afforded a budget allocation within the 2023-2027 Capital works budget to cover the required contribution value if the scheme progresses.

8. Special charges are a key source of revenue for Council's civil infrastructure construction programs which enable the timely delivery of community requested infrastructure that provides a higher level of service than currently available and deliverable with existing capital budgets.

9. It is recognised that significant hardship can be experienced by members of our community. The City will consider an application for financial hardship relief confidentially and objectively based on the information provided by the person in the application and will advise of its decision in writing after receiving the application and all supporting information.

10. The cost apportionment method used for this scheme is `site value', taking into consideration each properties access and/or amenity value. The Valuer-General Victoria is responsible for all valuations which are undertaken annually. The cost apportionment methods considered have been provided in **Attachment 6**.

Community Engagement

11. To develop the scheme to an intention to declare stage, three community consultation phases were conducted with property owners seeking to confirm support for the Special Charge Scheme.

12. The initial consultation stage in August 2022 was the City connecting with those in the Portarlington community whose properties abutted an unsealed road. This early engagement was to determine the appetite of homeowners to financially contribute to upgrading their unsealed road to a sealed surface.

13. A second engagement phase in July 2023, was directed toward property owners in those streets which supported an SRC scheme during our initial consultation. This second phase provide property owners with additional information in relation to, the Special Rate and Charge process, designs and cost apportionment.

14. The outcome from the second engagement phase identified Park Street as the sole street within Portarlington which continued to receive support for an SRC scheme. In November 2023, the City implemented a 3rd consultation phase, engaging with the property owners of Park Street only, presenting a refined design and cost apportionment for each property.

15. There are 11 residential properties abutting the proposed road construction and sealing work that will receive a special benefit. Responses have been received from all 11 property owners. Six properties support the road upgrade under a Special Charge Scheme and five do not.

16. The Special Charge Scheme process is described in **Attachment 5**. This submission relates to the stage "Intention to Declare Scheme".

17. Further correspondence will be sent to all affected property owners should Council resolve to make its intention to declare the Special Charge Scheme.

Social Equity and Sustainability

18. The provision of properly sealed and drained roadways is aligned to the Council Plan and provides improved amenity, connectivity and safety for motorists and pedestrians.

19. Costs have been apportioned based on the access and/or amenity benefit from Park Street to each property included in the proposed Scheme at the current time.

20. Council is not required to levy a special rate and charge on any or every property that will receive a special benefit. A property with a special benefit may be excluded from the scheme for any of the following reasons:

    20.1. Council is unable to levy a special charge on the property;

    20.2. The owner of the property has already contributed to the costs of the works through a development levy;

    20.3. Council considers that there are advantages for the municipality in excluding the property from the scheme;

    20.4. Council considers that the special benefits for the property are marginal and would not warrant including the property in the scheme; or

    20.5. Any other reason that Council considers appropriate.

Relevant Law/Policy/Legal Implications

21. The scheme has been prepared in accordance with the Special Rate and Charge provisions of the *Local Government Act 1989,* consultation requirements of the *Local Government Act 2020* and Council's Special Rates and Charges Policy and procedures.

Alignment to Community Plan and Vision

22. This report aligns with Our Community Plan 2021-2025 strategic priority:
    Healthy, caring and inclusive community.
    High-performing council and organisation.

23. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
    A fast, reliable and connected transport network.
    An inclusive, diverse, healthy and socially connected community.

Conflict of Interest

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

Risk Assessment

25. Sealing Park Street, Portarlington will provide improved driving conditions for motorists with a defined and standard profile.

26. Sealing Park Street, Portarlington will provide an enhanced level of service to residents compared to the level of service provided by a gravel road.

27. In making its intention to declare the scheme, Council is subject to the submissions process made under Section 223 of the *Local Government Act 1989* and potential for the scheme to subsequently be referred to VCAT in making a final determination.

Environmental Sustainability

28. The road infrastructure proposal provides sealed access, improved drainage and amenity as dust, mud and stone scatter concerns are mitigated.

29. It is anticipated that no significant vegetation removal will be required to complete this project.

30. The City will encourage the use of recycled materials for the project construction.

Attachments

1. Attachment 1 Cost Estimate Park Street Portarlington SRC362 Intention to Declare D23 5648 [**3.6.1** - 1 page]
2. Attachment 2 Benefit Cost Ratio Park Street Portarlington SRC362 Intention to Declare D23 [**3.6.2** - 1 page]
3. Attachment 3 Proposed special charge Park Street Portarlington SRC362 Intention to Declar [**3.6.3** - 1 page]
4. Attachment 4 Plan Park Street SRC362 Intention to Declare D23 564887 [**3.6.4** - 1 page]
5. Attachment 5 Scheme Process Park Street Portarlington SRC362 Intention to Declare D23 564 [**3.6.5** - 1 page]
6. Attachment 6 Cost Apportionment Methods Park Street Portarlington SRC362 Intention to (2) [**3.6.6** - 1 page]

Attachment 1

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC) - SCHEDULE 'A'

PARK STREET, PORTARLINGTON – COST ESTIMATES

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE $	AMOUNT $
1.00	**GENERAL**				
1.01	Initial site establishment and set up, decamping and site cleanup and other fixed costs up to time of completion of works.		Item	$0.00	$30,000.00
1.02	Traffic management costs.		Item		$20,000.00
1.03	Setting out of works.		Item	$0.00	$1,000.00
1.04	Service / Cable locations		Item	$0.00	$1,000.00
2.00	**EARTHWORKS & DEMOLITION**				
2.01	Excavation and disposal of all materials to limits of work as indicated on plan, including trimming for new road pavement, excavation of soft spots and removal of concrete.	700	m^3	$80.00	$56,000.00
2.02	Placement and consolidation of engineered fill with approved materials in preparation for new works.	100	m^3	$80.00	$8,000.00
3.00	**PAVEMENT WORKS**				
3.01	150mm compacted depth Class 2 20mm crushed rock, supplied, spread and compacted.	200	m3	$120.00	$24,000.00
3.02	150mm compacted depth Class 3 40mm crushed rock, supplied, spread and compacted.	200	m^3	$110.00	$22,000.00
	SUPPLY, DELIVERY AND PLACEMENT OF ASPHALT PRODUCTS USING PAVER *Including temporary traffic control and warning devices, such as signs, lights and barriers, at or on the approaches to work or immediately adjacent to roadways.*				
3.03	Size 10 Type N & H Asphalt (101-200 Tonne p/day)	110	Tonne	$238.00	$26,180.00
4.00	**DRAINAGE**				
	PIPES				
4.01	100mm dia Sub-Soil drains including excavation, supply, placement and provision of approved backfill.	400	m	$48.00	$19,200.00
4.02	300mm dia RC pipe, supplied, laid and jointed including excavation, placement of approved fine crushed rock bedding and back-filling with approved FCR.	130	m	$350.00	$45,500.00
	PITS : SEP				
4.03	900mm x 600mm S.E.Pit, less than 1.5m deep with Class B FRP type cover, supplied and placed including excavation, placement of approved fine crushed rock bedding and back-filling with approved material.	7	No.	$2,000.00	$14,000.00
5.00	**CONCRETE WORKS:**				
	KERB CONSTRUCTION Price to supply all materials and complete all works associated with the excavation and preparation of bedding, supply and placement of concrete Kerb & Channel, including reinstatement of work zone.				
5.02	B2 Semi-mountable kerb and channel 600mm wide, incl. fine crushed rock bedding. (over 25m)	400	m	$150.00	$60,000.00
	KERB CROSSING CONSTRUCTION				
5.03	Vehicle crossing layback 4m wide, including bedding & formwork.	9	No.	$500.00	$4,500.00
5.04	Pram crossing 1.5m wide, including fine crushed rock bedding.	2	No.	$350.00	$700.00
6.00	**LANDSCAPING**				
6.01	Top soiling and seeding nature strips, medians and outer separators.	300	m^2	$15.00	$4,500.00
SUB-TOTAL : A					$336,580
7.00	**PROVISIONAL ITEMS**				
7.01	Alteration to private Water supply.		No		$0.00
7.02	Alteration to private Gas supply.		No		$0.00
SUB-TOTAL : B					$0

SUB-TOTAL : C (=A+B)	$336,580
30% CONTINGENCY : D	$100,974
CONSTRUCTION COST ESTIMATE : E (=C+D)	$437,554

Attachment 2

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC) - SCHEDULE 'B'

PARK STREET, PORTARLINGTON – BENEFIT COST RATIO

A	**Purpose**								
	To seal Park Street, Portarlington with kerb and channel								
B	**Coherence**								
	The works will provide a special benefit to all properties abutting Park Street, Portarlington. A properly sealed road with adequate drainage will provide improved amenity as dust and mud concerns are mitigated. Property at 32 High Street has not been included in the scheme as the full property is on an already sealed road.								
C	**Total Cost C**								
	Total Estimated cost of works								$437,554.00
	Direct funding by Council (due to error in original formula BCR) = no difference to originally estimated costs)								$230.29
					TOTAL COST				$437,323.71
D	**Identify Special Beneficiaries**								
	10 properties are considered to receive a special benefit. 9 properties receive an access benefit. 1 property (28 Park Street) receives an amenity benefit only. Access to their property is on Langdon Street which is already sealed. Properties included in the scheme = 9.5.								
E	**Properties to include**								
	9.5 properties are considered to receive a special benefit. Therefore, Total Special Benefits (in) is apportioned to 9.5 properties.								
F	**Estimate of Total Special Benefits out of the scheme -TSB (out)**								
	There are 0 (zero) land parcels which are fully non-rateable that are considered to receive special benefit but are out of the scheme.								
	Properties Excluded			**TSB (out) =**	**0**				
G	**Estimate of Total Special Benefits in the scheme - TSB (in)**								
	Park Street is a category 2 road. This road, under the SRC Policy and procedures will receive a special benefit of 75% and a community benefit of 25%.								
	Properties Included			**TSB (in) =**	**9.5**				
H	**Estimate of Total Community Benefit -TCB**								
	It is considered that people in the Portarlington community will not receive a large benefit from the upgrade of Park Street as the road is not used to access other areas, apart from the properties adjacent to it and other local roads. TCB = (Total Access Benefits (9.5) / 0.75) x 0.25								
				TCB =	**3.16**				
I	**Calculate "Benefit Ratio" - R**								
	Benefits Ratio =			$\frac{\text{TSB (in)}}{\text{TSB (in) + TSB (out) + TCB}}$	=	$\frac{9.5}{9.5 + 0 + 3.16}$			**0.75**
J	**Maximum Total Levy (S)**								
	Maximum Total Levy S = R X C								**$328,165.50**
	Council Contribution to Special Charge Scheme								$109,388.50

Attachment 3

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC) - SCHEDULE 'C'

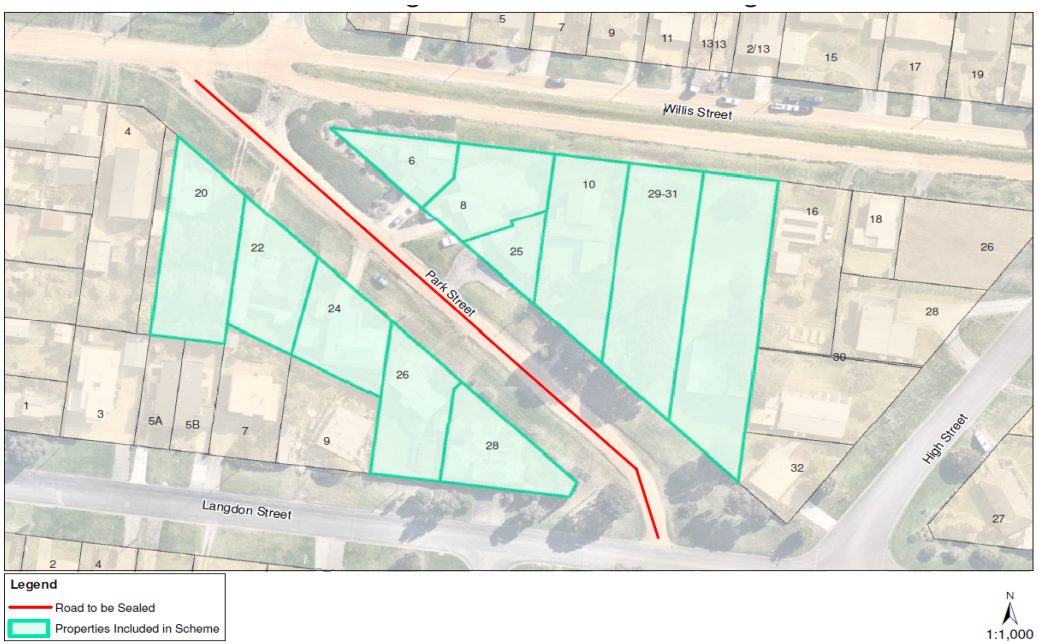
PARK STREET, PORTARLINGTON – PROPOSED SPECIAL CHARGE

Prop Key	Address	Access	Amenity	Total	Charge
257691	22 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$30,396.12
257694	28 Park Street, PORTARLINGTON VIC 3223	0	0.5	0.5	$12,946.49
257690	20 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$41,653.94
368619	6 Willis Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$20,264.08
368620	8 Willis Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$28,144.55
368621	25 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$15,760.95
263100	10 Willis Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$39,402.38
257692	24 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$29,270.34
257693	26 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$31,521.90
263101	29-31 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$78,804.75
	TOTAL	**4.5**	**5**	**9.5**	**$328,165.50**

Attachment 4

SPECIAL RATE AND CHARGE SCHEME (SRC)

PARK STREET, PORTARLINGTON – PLAN



Attachment 5

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC)

PARK STREET, PORTARLINGTON – PROCESS CHART

Stage	***Status***	***Description***	***Date***
Approval to prepare Scheme	✓	Decision to prepare a scheme following consideration of surveys of property owners and feedback from the community. Scheme preparation involved survey, design and calculating apportionment of cost.	December 2023
Intention to Declare Scheme		Report to Council providing information on the scheme including advice of planned advertising of the scheme and declaration of charge. Seek Council approval by resolution to proceed with formal process.	
Advertisement		The Scheme will be advertised in the local newspaper and all benefitting property owners will be notified by mail. This advertisement will indicate Council's intention and notification to 'declare' a Scheme.	
Submissions		From the time of advertising property owners have 28 days (as set down by the *Local Government Act 1989*) to lodge submissions, either in support or opposition to the Scheme.	
Submissions Review Panel Hearing		All submitters will have the opportunity to be heard by a Submissions Review Panel. All submissions will also be provided as part of the Declaration report.	
Declaration Report		Following the submission review period, Council will consider a report on the scheme and will decide to proceed to "declare" the charges in accordance with its advertised intent or abandon the scheme. If declared, a levy notice will be issued, and a formal charge placed on the property. This is the final step in the process for Council to make a decision on the scheme.	
Appeal		Property owners will have the opportunity to lodge an application with the Victorian Civil and Administrative Tribunal (VCAT) within one month of issue of the levy notice. Invoices will be sent within 12 months of the scheme being declared.	
Construction		The City will construct the works.	
Final Cost Report		At the completion of the works the Scheme is "finalised" considering actual costs incurred. Payments are adjusted accordingly.	

Attachment 6

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC)

PARK STREET, PORTARLINGTON – COST APPORTIONMENT METHODS CONSIDERED

					Special benefit	$328,165.50				
						Lowest cost to property				
Prop Key	**Address**	**Access**	**Amenity**	**Total**	**Site value**	**Site value to be charged**	**Equal Share Charge**	**Property abutting (metres)**	**Property abutting to be charged**	
257691	22 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$675,000.00	$30,396.12	$31,253.86	27.10	$32,747.07	
257694	28 Park Street, PORTARLINGTON VIC 3223	0	0.5	0.5	$287,500.00	$12,946.49	$15,626.93	10.73	$12,959.86	
257690	20 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$925,000.00	$41,653.94	$31,253.86	30.00	$36,251.37	
368619	6 Willis Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$450,000.00	$20,264.08	$31,253.86	34.09	$41,193.64	
368620	8 Willis Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$625,000.00	$28,144.55	$31,253.86	15.00	$18,125.68	
368621	25 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$350,000.00	$15,760.95	$31,253.86	26.56	$32,094.54	
263100	10 Willis Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$875,000.00	$39,402.38	$31,253.86	25.00	$30,209.47	
257692	24 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$650,000.00	$29,270.34	$31,253.86	27.40	$33,109.58	
257693	26 Park Street, PORTARLINGTON VIC 3223	0.5	0.5	1	$700,000.00	$31,521.90	$31,253.86	25.70	$31,055.34	
263101	29-31 Park Street, PORTARLINGTON VIC 3223 (x2 properti	1	1	2	$1,750,000.00	$78,804.75	$62,507.71	50.00	$60,418.95	
				10.5	$7,287,500.00	**$328,165.50**	**$328,165.50**	271.58	**$328,165.50**	
						5	1		4	

Benefits for all properties land = properly sealed road with adequate drainage providing improved amenity as dust and mud/slippery surface concerns are mitigated. Highest amount charged is $78,804.75 for a double plot of land under the site value method.
The portion of property abutting the works is a fair approach we considered but there are more properties benefitting from the 'site value' method.
Site value continues to be the fairest and most reasonable approach as its based on the estimated cost of the land alone, no property. The highest charge is $78,804.75 due to the property being a double lot. This is the only property being asked to contribute over $50,000.
Site value was the cost apportionment method used when calculating the cost apportionments for the group of unsealed roads. A uniformed approach to the cost apportionment for these roads was also considered to be the best method.

2.9. Proposed Sale of Part 43 The Boulevard, Norlane

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Purpose

1. To seek Council approval to commence community engagement on the proposed sale of land located at 43 The Boulevard, Norlane.

Background

2. The land abuts the Wathaurong Aboriginal Co-operative Ltd (WAC) at 60-62 Morgan Street, North Geelong.

3. The WAC are planning a significant redevelopment of its site to centralise its many services and require additional land to achieve its goals.

Key Matters

4. The City's land at 43 The Boulevard, Norlane is public open space and includes a shared pathway. The shared pathway will remain on City owned land within the road reserve.

5. Approximately 5,000 m2 of the land is proposed to be sold to the WAC to be incorporated into the redevelopment of its facilities.

6. If the land is sold, the contract of sale will be subject to the land being rezoned to SUZ.

RESOLUTION - Item 2.9

Cr Hathway moved, Cr Aitken seconded -

That Council:

1. **Endorse the commencement of community engagement and invite submissions on the proposed sale of land located at 43 The Boulevard, Norlane being part certificate of title volume 11596 folio 977.**

2. **Appoint a Submission Review Panel to hear any submissions if any person wishes to appear in person or be represented by a person specified in support of the submission; and**

3. **Note that a further report will be presented to Council to consider the outcome of the community engagement.**

Carried

Financial Sustainability

7. There are no financial implications in undertaking community engagement.

8. If the Council resolves to sell the land, commercial terms will be guided by a current market valuation for the land.

Community Engagement

9. Community engagement is required on Council's intention to sell the land in accordance with section 114 of the *Local Government Act* 2020 and the Council's Community Engagement Policy.

10. Submissions will be invited during the community engagement and any person will have an opportunity to make a written submission on the proposed sale of the land. A submitter is entitled to request in the submission that the person wishes to appear or be represented by a person specified in the submission, at a meeting to be heard in support of their submission.

Social Equity and Sustainability

11. There are no implications in undertaking community engagement for the proposed sale of land.

12. The proposed sale of the land will benefit the WAC in redeveloping its site and realising its masterplan to enhance service delivery.

Relevant Law/Policy/Legal Implications

13. Council must comply with sections 114, *Local Government Act* 2020 when selling land.

Alignment to Community Plan and Vision

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

15. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

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

Risk Assessment

17. The land is a former land fill site. Several assessments of the land have been completed to determine the risk of contamination from this previous use. Advice has been obtained from the EPA through referral for rezoning the land and referred to an independent and suitably qualified consultant to ensure the City has met its obligations as the land manager.

18. If the land is to be sold, the history of the land use and reports and findings related to the land contamination assessments will be fully disclosed and conditions acknowledging this will be included in the contract.

19. An Environmental Audit Overlay will be applied to the land so that any future change of use or permits for works will require assessment of the consequential risks.

Environmental Sustainability

20. An environmental overlay (EAO) will be applied to the land which will ensure that any change of use will require appropriate assessment of any risks due to the former landfill use.

21. The EAO will apply to applications for future sensitive uses such as a childcare centre. If the land use was for a car park, the environmental audit would not be necessary, however the risk of landfill gas and contamination that may be exposed via excavation works would need to be investigated and managed.

Attachments

1. Attachment 1 - Site Plan [**2.9.1** - 1 page]

Attachment 1: Site plan of proposed land sale area

The site at 43 The Boulevarde is currently a larger site of approximately 12,500m² with the title split by The Boulevarde Road reserve. The vacant Council owned park on the eastern side of The Boulevarde and to the east of the public cycling trail is approximately 5,000m² in area. This is an adequate size to achieve the WAC objectives for this site. The subdivision should occur relatively early in the process to assist in the Planning Scheme Amendment as only the shaded area in Figure 12 needs to be rezoned.



4. CLOSE OF MEETING

As there was no further business the meeting closed at 6.05pm on Wednesday 17 July 2024.

2.5. Planning Scheme Amendment to Introduce Additional Properties in the Heritage Overlay

Source: **Placemaking**
Executive Director: **Tennille Bradley**

Purpose

1. To adopt the *Charlemont, Marshall and Waurn Ponds Heritage Study, 2024* **(Attachment 1)**.

2. To forward a request to the Minister for Planning to authorise the preparation and exhibition of a planning scheme amendment to include an additional 13 properties in the Heritage Overlay within the Greater Geelong Planning Scheme.

Background

3. In 2021, officers commenced a review of places identified in the Greater Geelong Outer Areas Heritage Study (2001) (GGOAHS) that were not currently included in the Heritage Overlay of the Greater Geelong Planning Scheme. The priority for this review, informed by feedback from the Council's Heritage Advisory Committee, were properties in the suburbs of Charlemont, Marshall and Waurn Ponds, as these areas are now facing pressure from development.

4. A total of 39 places within Charlemont, Marshall and Waurn Ponds identified in the GGOAHS were re-assessed as part of this process. It is recommended that 13 of these places are included in a Heritage Overlay (HO). These places relate to Geelong's agricultural and industrial heritage.

5. Two places are publicly owned, one by the City of Greater Geelong, and the other is a Crown Land Reserve. One other place is owned and managed by an incorporated association, and all others are privately owned.

6. As some time has passed since the preparation of the GGOAHS in 2000, assessment standards have become more rigorous nationally and the perceived quantum of significance or threshold level for inclusion of a place on a local heritage overlay has increased.

Key Matters

7. The places proposed for inclusion in the HO meet accepted thresholds for their inclusion. Each place was assessed against the eight recognised heritage criteria (historical, rarity, research potential, representativeness, aesthetic, technical, social, and associative) to determine significance. Two are historical tannery sites – filling a notable gap in the protection of places related to the City's industrial heritage.

8. Owners of the 13 properties recommended for inclusion in the HO were provided with a copy of the draft assessment for informal comment and input in May 2024. Eight responses were received. Of these three were supportive, four were unsupportive and one was undecided. All feedback has been responded to in writing.

9. One property is presently at risk from demolition of the main surviving building. If the process of creating a heritage overlay for the Sparrovale Model Farm is not commenced immediately then that building is unlikely to survive and a key item of our local heritage will be lost. That owner has indicated they will contest the overlay.

10. Generally, property owners who provided informal feedback were concerned about the heritage overlay potentially imposing maintenance requirements and costs or restrictions upon development, and whether the significance of their properties was diminished because they were in poor condition and/or had undergone significant alteration.

11. Of the owners who provided feedback there was no evidence that the place was not of significance to warrant an overlay. Two challenged some factual information, and four provided feedback about proposed overlay boundaries.

12. In response to feedback from owners, the proposed heritage overlay boundaries were revised for two properties - 40 Jendes Lane, Marshall and 35-39 Lemins Road, Waurn Ponds, and explanatory advice on boundaries and consequences was provided for a further two properties - 10 Lemins Road, and 20 Marendaz Road, Waurn Ponds.

13. One place of potential State significance is the *Australian Tannery* located at 40 Jendes Road, Charlemont. This is the largest known tannery ruin in Australia and provides an outstanding opportunity for Council to promote the City's industrial history and heritage.

14. If heritage overlays are endorsed by Council, the City will formally write to owners seeking their views on the overlay as part of the amendment to the Planning Scheme process. Further changes to the overlay may be negotiated at this time.

15. Consideration of the outstanding recommendations of the GGOAHS will be prioritised toward individual places perceived to be of greatest significance and places within development pressure areas. A priority list of places for future heritage assessments has been developed, and a recommendation for a further 40 places to be included on the heritage overlay is expected to be presented to Council by mid-2025.

RESOLUTION - Item 2.5

Cr Mason moved, Cr Cadwell seconded -

That Council:

1. **Adopt the Charlemont, Marshall and Waurn Ponds Heritage Study, 2024 (Attachment 1);**
2. **Support the preparation and exhibition of an Amendment to the Greater Geelong Planning Scheme to apply heritage overlays to 13 properties identified in the Charlemont, Marshall and Waurn Ponds Heritage Study, 2024; and**
3. **Request the Minister for Planning to authorise the preparation and exhibition of the Amendment.**

Carried

Financial Sustainability

16. The planning scheme amendment is Council initiated. Cost to prepare the planning scheme amendment will be met through the existing recurrent planning scheme amendment budget.

Community Engagement

17. The community engagement process over the past 12 months included the following:

    17.1. Letter to 39 property owners notifying them the City was commencing a heritage study that would consider the heritage significance of their property based on its inclusion in the Greater Geelong Outer Areas Heritage Study, inviting their input.

    17.2. Geelong Heritage Advisory Committee review of study findings and draft heritage assessments.

    17.3. Follow up submission and meeting with National Trust (Geelong & Regional Branch) to discuss specific issues.

    17.4. Consultation with the City's Heritage Advisory Committee to seek feedback on draft Heritage Assessments.

    17.5. Letter to owners of 13 properties recommended for heritage overlay, providing copy of draft heritage assessment for their review and feedback.

    17.6. 8 responses received; follow up meeting held at request of one owner.

    17.7. Follow up meeting with National Trust to discuss approach and recommendations to Council.

18. Letter to owners of 13 properties recommended for heritage overlay, notifying them of recommendation being put to Council that a heritage overlay be created, advising of any changes from draft and outlining the planning scheme amendment process.

Social Equity and Sustainability

19. The amendment will have positive social effects through the protection of places of cultural heritage significance for the benefit of current and future generations. The protection of these places in the Planning Scheme will benefit the community by:

    19.1. Adding to the understanding of Geelong's rich cultural history;

    19.2. Recognising and realising the positive contribution that culturally significant places make to the City of Greater Geelong;

    19.3. Fostering a sense of personal, local, and national identity - a feeling that this place is different from other places;

    19.4. Providing a link to the past and gives us a sense of place and cultural identity. Protecting our heritage helps to ensure that this identity and sense of place may be appreciated by present and future generations;

    19.5. Protecting the built environment and heritage of Geelong; and

    19.6. Enabling the enhancement of the heritage places to be a considered process.

Relevant Law/Policy/Legal Implications

20. The creation and management of heritage overlays within the City is required for Council to satisfy its obligations in:

    20.1. Adopting Planning Practice Note 1: Applying the Heritage Overlay, Department of Transport & Planning, a guide to the heritage overlay, including recognised heritage criteria.

    20.2. Meeting the objectives of planning in Victoria as defined by the *Planning & Environment Act 1987*, including section 4 (d) to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value" and complying with Planning Practice Note PN01: Applying the Heritage Overlay; and

    20.3. Implementing the Greater Geelong Planning Scheme, including clauses 02.03-5 Strategic Directions, 15.03 Built Environment and Heritage and 43.01 Heritage Overlay.

Alignment to Community Plan and Vision

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

    Healthy, caring, and inclusive community.
    High-performing council and organisation.

22. 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

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

Risk Assessment

24. The risk to Council of not proceeding with applying heritage overlays through the Greater Geelong Planning Scheme is that places will not have statutory protection and part of the community's heritage will be lost through demolition or other changes.

25. The risk to Council of deferring a decision to proceed at this time is that the last surviving building at Sparrovale Model Farm will likely be lost.

Environmental Sustainability

26. The amendment will not have any adverse effects on the environment. Protection for heritage places will retain existing infrastructure and resources. The conservation of heritage places promotes sustainable development through conserving valuable resources and economizing on materials and balancing this against the demands for development.

Attachments

1. Attachment 1 - Charlemont Marshall and Waurn Ponds Heritage Review - Heritage Assessments Study (D [**2.5.1** - 23 pages]
2. Attachment 2 - Heritage Assessments v 2 [**2.5.2** - 161 pages]

THE CITY OF
GREATER GEELONG

ATTACHMENT 1

CHARLEMONT, MARSHALL & WAURN PONDS HERITAGE STUDY 2024

CITY OF GREATER GEELONG

Executive summary

A total of 39 places within Charlemont, Marshall and Waurn Ponds that had been identified in the Greater Geelong Outer Areas Heritage Study have been re-assessed in this Charlemont, Marshall and Waurn Ponds Heritage Review 2024.

13 of the assessed heritage places are being recommended for Heritage Overlay:

- Outbuilding, 10 Lemins Rd, Waurn Ponds
- Hotel Stable, 20 Marendaz Rd, Waurn Ponds
- Homestead, 35-39 Lemins Rd, Waurn Ponds
- Community Hall & Former Schoolhouse, 225 Waurn Ponds Drive, Waurn Ponds
- Memorial Reserve, 270 Waurn Ponds Drive, Waurn Ponds
- Barwonside & Tannery, 81-87 Tannery Rd, Charlemont
- Dwelling, 19 Mornane Rd, Marshall
- Dwelling, 28 Marshalltown Rd, Marshall
- The Australian Tannery, 40 Jendes Lane, Charlemont
- Iolanthe, 61 Tannery Rd, Charlemont
- JF Field Play Park, 1 Marshalltown Rd, Marshall
- Sparrovale Model Farm, Sparrovale Rd, Charlemont
- Sunnyside, 128-138 Tannery Rd, Charlemont

The 13 places recommended for heritage overlay relate to Geelong's agricultural and industrial heritage.

One place of exceptional significance is the Australian Tannery located at 40 Jendes Lane, Charlemont. This comprises the ruin of the largest known tannery in Australia and provides an outstanding opportunity for the Council to promote the City's industrial history and heritage.

CONTENTS

Attachment 1 incorporates:

- **INTRODUCTION**
  Background and methodology to the heritage assessments, in accordance with Planning Practice Note PN01, the Australia ICOMOS Burra Charter and industry best practise.
- **SUMMARY SCOPE OF REVIEW**
  Location maps and a tabulated summary of the 39 places assessed for their significance; with preliminary owner feedback on draft citations for those places recommended for a heritage overlay.

Attachment 2 incorporates:

- **HERITAGE CITATIONS**
  detailed individual heritage citations for the 13 places recommended for inclusion on the heritage overlay of the Greater Geelong Planning Scheme.

Introduction

1. BACKGROUND TO THE REVIEW

The Greater Geelong Outer Areas Heritage Study (GGOAHS), 1998-2000 was prepared for the City of Greater Geelong by Authentic Heritage Services Pty Ltd. This study identified 33 suburbs and 1,303 places of heritage significance that might warrant inclusion on the heritage overlay.

The strategy adopted by Council was to progress detail assessments and heritage overlay inclusions for those GGOAHS study areas facing greatest development pressures. Consequently, the order of 570 places within Anakie, Avalon, Barwon Heads, Batesford, Belmont, Ceres, Fyansford, Lara, Lara Lake, Pt Lillias, Pt Wilson were added to heritage overlays c2000-2010.

In 2021, Council officers commenced scoping a review of the remaining places identified in the GGOAHS, the priority being identified by the Heritage Advisory Committee as properties in the suburbs of Charlemont, Marshall and Waurn Ponds, as these areas were now facing pressure from development. A key resource that was drawn upon in this review was *About Corayo. A Thematic History of Greater Geelong*, prepared for the City of Greater Geelong in 2021 by Dr David Rowe.

Since the GGOAHS recommendations were made in 2000 and the City review occurred in 2022-23, assessment standards have become more rigorous nationally and the perceived quantum of significance or threshold level for inclusion of a place on a local heritage overlay has increased; ie many 'old houses' suggested for heritage overlays in the 1990s no longer meet the accepted thresholds for inclusion, whilst other places not deemed significant in the 1990s are today highly-valued and warrant inclusion.

A total of 39 places within Charlemont, Marshall and Waurn Ponds that had been identified in the GGOAHS have been re-assessed within this study, 13 of which are being recommended for Heritage Overlay.

The strategy for prioritising future heritage assessments and considering the outstanding recommendations of the Outer Areas Heritage Study will be prioritised toward individual places perceived to be of greatest significance and places within development pressure areas.

2. METHODOLOGY

The Charlemont, Marshall and Waurn Ponds Heritage Review Heritage Study involved detailed review of the Outer Areas Heritage Study fieldwork, historical research, comparative analysis, and written heritage assessments.

Fieldwork

Fieldwork was undertaken to confirm the current status of places identified in the Outer Areas Heritage Study.

Site photographs were taken from the public realm wherever possible with some places not visible from the public realm. The draft Heritage Assessments were prepared based on this visual inspection.

Research

Research on places was undertaken according to typology using resources including other City of Greater Geelong heritage studies, and physical and digital resources including TROVE and Public Record Office Victoria. Sources are referenced in the draft heritage assessments for each place.

Comparative Analysis

Comparative analyses were carried out for all of the heritage places where citations were prepared, using an architectural and/or historical context, and with regard to Practice Note PN01: Applying the Heritage Overlay.

In line with the Practice Note comparative analysis drew on other similar places within the study area wherever possible including those previously included in a heritage register or overlay. For places identified as of potential state significance underwent an analysis on a broader (statewide) comparative basis.

Peer Review

The initial heritage assessments were reviewed by internal staff having extensive professional experience in assessments including the Built Heritage Coordinator and Statutory Planning Heritage Advisor.

In response to owner concerns raised on the Sparrovale heritage assessment, an independent peer review was undertaken by Frontier Heritage, the findings of which were addressed through revision of this assessment.

Consultation

The community engagement process adopted the following steps:

- Letter to property owners outlining the background of the Outer Areas Heritage Study and to seek access to places not visible from the public domain;
- Meetings with the City's Heritage Advisory Committee to seek feedback on draft Heritage Assessments;
- Meeting with National Trust (Vic) Geelong Branch on receipt of a written submission followed by formal response from the City by letter;
- Copy of draft heritage assessment provided to each property owner of a place proposed for inclusion in a heritage overlay, for review and comment with letter outlining the proposed planning scheme amendment process subject to Council endorsement;
- Phone conversations and meetings were held with several owners who raised concerns.

3. ASSESSMENT OF SIGNIFICANCE

The following heritage criteria listed in Planning Practice Note 1 were adopted as part of the assessment of heritage places in this study:

Criterion A Importance to the course or pattern of our cultural or natural history (historical significance)
Criterion B Possession of uncommon, rare, or endangered aspects of our cultural or natural history (rarity).
Criterion C Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).
Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).
Criterion E Importance in exhibiting particular aesthetic characteristics (aesthetic significance).
Criterion F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).
Criterion G Strong or special association with a particular community or cultural group for social, cultural, or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).
Criterion H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

Significance Thresholds

In addition to the recognition of the heritage values of the Burra Charter and the assessment criteria outlined in the Practice Note, cultural heritage significance, condition, and integrity thresholds were also prepared to determine the level of significance for each heritage place and whether they warranted a heritage overlay.

State and Local significance thresholds have been applied to this study using the following thresholds:

State Threshold

Places which are considered significant to the State of Victoria and are worthy for inclusion on the Victorian Heritage Register. These places are the most outstanding examples either aesthetically, architecturally, historically, scientifically, or socially. The place meets this threshold if it has outstanding and/or unique aesthetic and technical value/s, is highly intact and has been compared to similar places on the Victorian Heritage Register, and/or has unique historical associations with events or persons in the history of the community and Shire, the importance of which are considered to stretch beyond local municipal boundaries.

Local Threshold

Places which are considered individually significant to a local area. These heritage places are considered to have had a significant impact in shaping the cultural, architectural, historical and/or social identity of the local community and where applicable, have been compared to other places of State or Local significance (or potential significance). They are

considered to have sufficient significance to warrant a heritage overlay in the Geelong Planning Scheme.

Victorian Heritage Inventory referrals

Places which are not considered to meet the thresholds for state or local significance but comprise substantial historical archaeological remains and research potential, will be referred to Heritage Victoria for consideration of their addition to the Victorian Heritage Inventory of archaeological places.

First Nations' Cultural Value Threshold

Places of potential Aboriginal Cultural Value will be referred to the Wadawurrung traditional owners for confirmation of value and direction as to whether it is appropriate to include them on the heritage overlay and/or refer them for possible inclusion on the Victorian Aboriginal Heritage Register.

What is Significant? - the Physical Place

This part of the significance statement relates to the physical fabric and physical attributes of a place. It can encompass:

- ***Fabric & Physical Attributes of Any Building***, ***Structure or Group thereof*** – including the overall form & layout, street presence or address, construction materials, design style/character and detailing, visual features (eg verandahs, joinery, chimneys, window lead lighting, panel doors, etc) finishes and colours.
- ***Composition & Features of the Setting*** – layout of built structures and open spaces, level changes, hard and soft landscape features including trees, outbuildings, front fencing, visibility or otherwise of vehicle accommodation, signage.
- ***Vistas and views into, within or away*** from the key features of the place.

Condition Thresholds

Condition is the physical state of the fabric relating to its physical appearance, structural quality and working order. The thresholds for the condition of the fabric are:

Condition	Description
Good	Minor deterioration of fabric noticeable
Fair	Deterioration of the fabric noticeable
Poor	Deterioration of fabric very noticeable, with possible structural deterioration as well

Integrity Thresholds

Integrity is the extent to which the building or structure retains its form, design and completeness of physical fabric, historic associations, social attachments and/or use which support the heritage significance of the heritage place.

Places can have more than one historical layer of development that is considered significant.

The thresholds applied for the integrity of the fabric are:

Threshold	Integrity
High	Either completely intact or a small number of minor modifications noticeable
Moderate	Original and/or early fabric clearly discernible, but a number of minor modifications noticeable
Low	Original and/or early fabric only partly discernible given multiple changes

Places with substantial additions or alterations may continue to possess significance if there is considered to be sufficient retained significant fabric to still satisfy the relevant significance threshold/s, and:

- the additions/alterations form a contributory historical layer to the significance of the building or place, and/or
- the visual character of the additions/alterations complements the visual character of the significant physical fabric, and/or
- the visual character of the additions/alterations is recessive, minor in nature; or readily reversible.

Where a place cannot be confirmed as extant

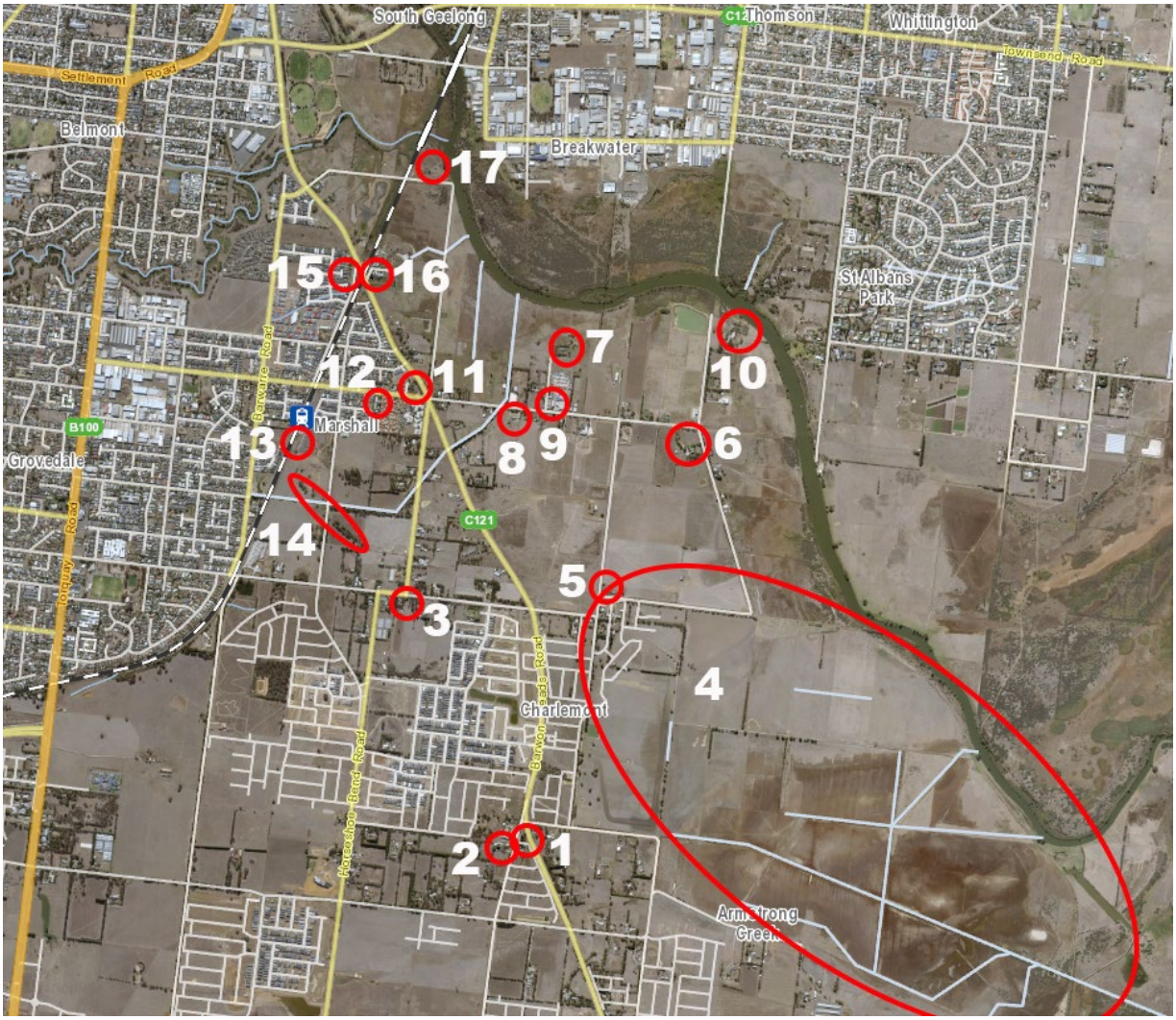
Several places identified in the original study could not be confirmed as still existing, typically from being neither visible from the public domain nor discernible in aerial photography. In such situations, those places are annotated

"On the basis of the currently available information, this place does not meet threshold for local Heritage Overlay. This does not preclude future reassessment of the place for an overlay if substantial new information becomes available, but precludes it being considered as heritage until such time."

Summary Scope of Review

1. STUDY AREA 1 CHARLEMONT & MARSHALL

The map below shows the locations of the properties assessed in the Charlemont and Marshall areas.



2. STUDY AREA 1 CHARLEMONT & MARSHALL - SUMMARY FINDINGS OF HERITAGE REVIEW

#	Name/Address:	Action:	
1	**Munro Drive (624 Barwon Heads Road), Charlemont** **Late Victorian house** No longer existing - site now beneath Munro Drive. Nearmap shows this dwelling was demolished between 31/07/21 and 6/10/2021 to facilitate residential subdivision. No trace discernible.	**Heritage Citation Prepared:** **Recommended for HO:**	**No** **No**
	 		
2	**10-20 Batten Road, Charlemont** **Californian Bungalow** A modest representative example of interwar Californian Bungalow architecture, this house has low historical and social value beyond that; situated in area of potential subdivision. This house does not meet threshold for local Heritage Overlay.	**Heritage Citation Prepared:** **Recommended for HO:**	**No** **No**
			
3	**125-141 Horseshoe Bend Rd (178 Reserve Rd), Charlemont** **Interwar Californian Bungalow** A modest representative example of interwar Californian Bungalow architecture, this house appears to have been constructed in unknown location and may have been relocated to the site in c.1990. This house does not meet threshold for local Heritage Overlay.	**Heritage Citation Prepared:** **Recommended for HO:**	**No** **No**
			
4a	**Sparrovale Road, Charlemont** **Silo Ruins within Sparrovale Model Farm Complex** No longer existing - base remnants of silos have been demolished in preparation for major residential subdivision. Other aspects of Farm to be included in heritage overlay (see below) Wider Sparrovale site remains on VHI for its archaeological potential	**Assessment consolidated in (5); already on VHI**	
	 		

#	Name/Address:	Action:	
4b	**Sparrovale Road, Charlemont** **Sparrovale Model Farm Managers Cottage, Flood and Irrigation Management works** Refer attached Citation.	**Heritage Citation Prepared:** **Recommended for HO:**	**Yes** **Yes**
5	**43-71 (42) Sparrovale Road, Charlemont** **Victorian House** A modest representative example of mid-Victorian architecture. This house does not meet threshold for local Heritage Overlay, aside from which is in a derelict, partly-ruined condition, unlikely to survive beyond the short-term.	**Heritage Citation Prepared:** **Recommended for HO:**	**No** **No**
6	**128 Tannery Road, Charlemont** **Residence, 'Sunnyside'** Refer attached Citation.	**Heritage Citation Prepared:** **Recommended for HO:**	**Yes** **Yes**



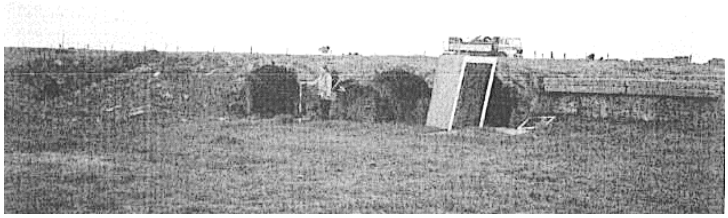










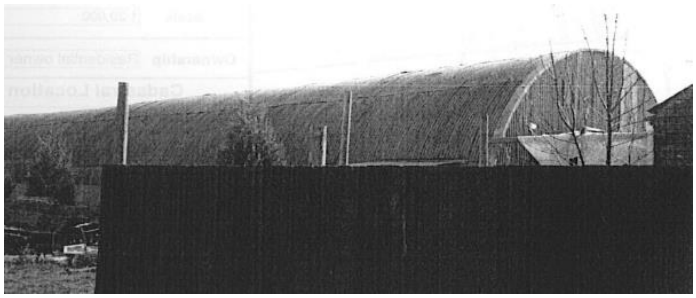
#	Name/Address:	Action:	
7a	**81 Tannery Road, Charlemont** **'Barwonside'** Early house associated with tannery ruins (see below). Pursued single H/O over both places. Refer attached Citation	**Heritage Citation Prepared:** **Recommended for HO:**	**Yes** **Yes** 
7b	**81 Tannery Road, Charlemont** **Tannery Ruins, 'Barwonside'** Refer Barwonside above Already on VHI for archaeological potential	**Included in above; already on VHI** 	
8	**61 Tannery Road, Charlemont** **'Iolanthe', Late Victorian style house** Refer attached Citation. .	**Heritage Citation Prepared:** **Recommended for HO:**	**Yes** **Yes** 
9	**46 Tannery Road, Charlemont** **Late Victorian style house** No longer existing - dwelling has been demolished; no trace discernible in reviewing all lots in vicinity of the address on site visit and air photos.	**Heritage Citation Prepared:** **Recommended for HO:**	**No** **No**  

#	Name/Address:	Action:
10	**40 Jendes Lane, Charlemont** **The Australian Tannery Ruins** Refer attached Citation.	**Heritage Citation Prepared:** **Yes** **Recommended for HO:** **Yes**  Photo courtesy J Bantow 2020
11	**1 Marshalltown Road, Marshall** **J. F. Field Playpark** Site of former St Cuthbert's Anglican Church. Includes J.F. Field Memorial Pavilion, tennis court, play equipment and exotic pines and cypress trees. Refer attached citation by David Rowe Owned by City of Greater Geelong Refer attached Citation.	**Heritage Citation Prepared:** **Yes** **Recommended for HO:** **Yes** 
12	**28 Marshalltown Road** **Late Victorian style farmhouse** Intact (and extended) farmhouse) with substantial palm tree. Refer attached citation	**Heritage Citation Prepared:** **Yes** **Recommended for HO:** **Yes** 

#	Name/Address:	Action:	
13	**60 Marshalltown Rd (1 Drews Road) Marshall** **Cement Pipe Factory Ruins** Concrete frame and numerous concrete objects, potentially moved near to frame. Within Marshall Station VicTrack area. Added to State Heritage Register VHR entry for the Barwon River Aqueduct in 2023. No further heritage action necessary.	**Heritage Citation Prepared:** **Recommended for HO:**	**Included in VHR** **Included in VHR**
14	**Marshalltown Road & Drews Road, Marshall** **Former Racecourse Railway Reserve** Evidence of previous use is identified by the narrow, curved, and lineal landscape and tree lines of gums. There is no extant physical or archaeological evidence of former use. Reserve being retained and protected as public open space within Marshall PSP. Recommended for referral to Heritage Victoria for possible inclusion on the Victorian Heritage Inventory.	**Heritage Citation Prepared:** **Recommended for HO:**	**No** **No**
15	**8 Station Road, Marshall** **Corrugated Iron Shed** No longer existing - Nearmap shows this place was demolished between 04/01/2010 and 09/07/2010 to facilitate residential subdivision. No trace discernible.	**Heritage Citation Prepared:** **Recommended for HO:**	**No** **No**

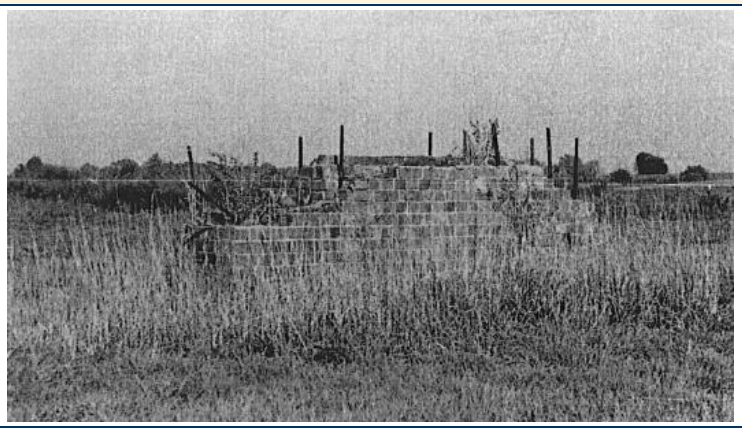










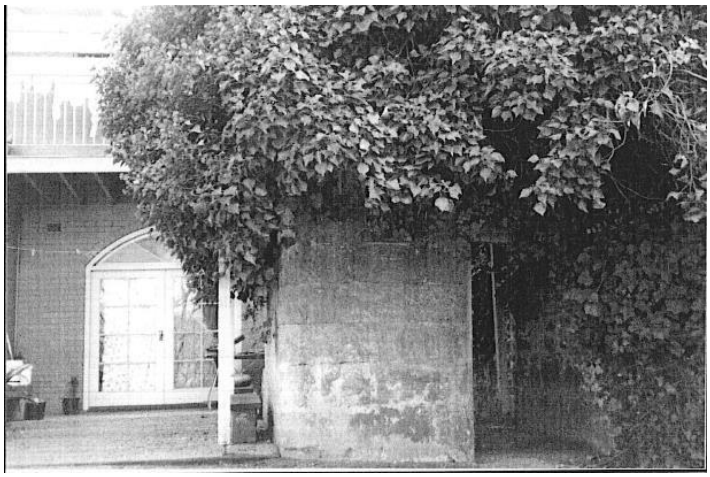
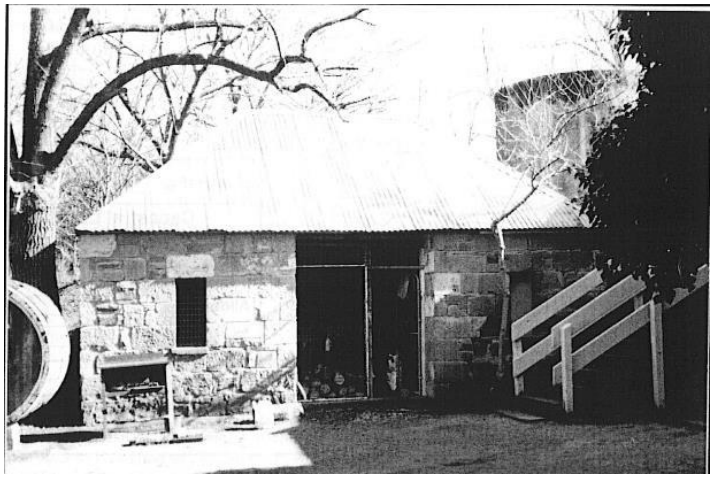
#	Name/Address:	Action:	
16	**281-319 Barwon Heads Rd (2 Norcott Road) Marshall** **Underground Tank** The tank is located within a property of no notable historical significance. The presence of the tank could not be corroborated from the public domain and as such it may have been removed or filled in. The place does not meet threshold for local Heritage Overlay. This does not preclude future reassessment of the place for an overlay if substantial new information becomes available, but precludes it being considered of heritage significance on the basis of the current information.	**Heritage Citation Prepared:** **Recommended for HO:** 	**No** **No**
17	**77-107 (55) Woolscour Lane, Marshall** **Former Marshall-Mundy Woolscour Ruins** Minor historical value but very limited physical remains comprising ~8m long stone wall and earth pile close to river, distant from any public domain. This place does not meet threshold for local Heritage Overlay. Listed on Victorian Heritage Inventory.	**Heritage Citation Prepared:** **Recommended for HO:** 	**No / already on VHI** **No / already on VHI**

3. STUDY AREA 2 WAURN PONDS

The map below shows the locations of the properties assessed in the Waurn Ponds areas.



4. STUDY AREA 2 WAURN PONDS - SUMMARY FINDINGS OF HERITAGE REVIEW

#	Name/Address:	Action:
1	**Vale Farm 65 Kingsbury Lane, Waurn Ponds** **Lockup Store & Cellar** Not visible from public domain or in aerial photography; existence unable to be determined, hence heritage significance cannot be identified. On the basis of the currently available information, this place does not meet threshold for local Heritage Overlay. This does not preclude future reassessment of the place for an overlay if substantial new information becomes available, but precludes it being considered as heritage until such time.	**Heritage Citation Prepared: no** **Recommended for HO: no** 
2	**Vale Farm 65 Kingsbury Lane, Waurn Ponds** **Blacksmith's Shop** (former) Not visible from public domain or in aerial photography; existence unable to be determined, hence heritage significance cannot be identified. On the basis of the currently available information, this place does not meet threshold for local Heritage Overlay. This does not preclude future reassessment of the place for an overlay if additional new information becomes available but precludes it being considered as heritage until such time.	**Heritage Citation Prepared: no** **Recommended for HO: no** 

#	Name/Address:	Action:
3	**215 Cochranes Road, Waurn Ponds** **Weatherboard Outbuilding**, Minimalist structure of negligible-nil architectural or representational values, with adaptation for farm use. Minimal historical information; unconfirmed reference to early use as accommodation house. On the basis of the currently available information, this place does not meet threshold for local Heritage Overlay. This does not preclude future reassessment of the place for an overlay if additional new information becomes available but precludes it being considered as heritage until such time.	**Heritage Citation Prepared:** **no** **Recommended for HO:** **no** 
4	**360-400 Cochranes Road, Waurn Ponds** **Farmhouse** Low architectural or representational values. Minor historical association with quarry managers, McCanns, who owned this property. This place does not meet threshold for local Heritage Overlay.	**Heritage Citation Prepared:** **no** **Recommended for HO:** **no** 
5	**395 Cochranes Road, Waurn Ponds** **Quarry** OAHS states it is a 'bluestone' quarry (but that stone not evident); includes worked faces of stone (tooling marks no longer evident) and iron extraction and quarrying machinery present (all since removed). This place does not meet threshold for local Heritage Overlay; could be integrate into open space in future redevelopment/PSP planning. Recommended be referred to Heritage Victoria for possible inclusion on the Victorian Heritage Inventory (VHI).	**Heritage Citation Prepared:** **No** **Recommended for HO:** **No** 

#	Name/Address:	Action:	
6	**270 Waurn Drive, Waurn Ponds** **Waurn Ponds Memorial Reserve, Avenue of Honour** Owned by DEECA with a Board of Management. Refer attached Citation.	**Heritage Citation Prepared:** **Recommended for HO:**	**Yes** **Yes** 
7	**247 Waurn Drive, Waurn Ponds** **Victoria Inn Ruins** Apart from the minor physical evidence documented in the OAS data sheet there are no major or interpretable remnants, trees likely postdate Inn. This place does not meet threshold for local Heritage Overlay. Recommended be referred to Heritage Victoria for possible inclusion on the Victorian Heritage Inventory (VHI).	**Heritage Citation Prepared:** **Recommended for HO:**	**No** **No** 
8	**10 Belperroud Road, Waurn Ponds** Federation House, former School Teacher's residence Modest and altered representative example, no notable historical significance. This place does not meet threshold for local Heritage Overlay.	**Heritage Citation Prepared:** **Recommended for HO:**	**No** **No** 

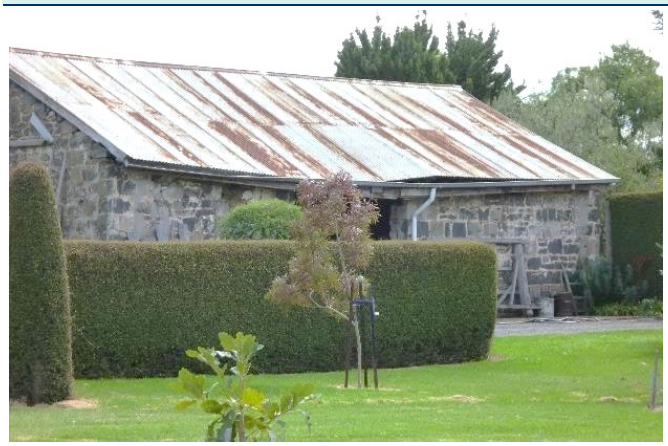
#	Name/Address:	Action:	
9	**240 Waurn Drive, Waurn Ponds** **Hunt's House** No longer existing - dwelling has been demolished; no trace discernible in reviewing all lots in vicinity of the address and elevated ground with conifers.	**Heritage Citation Prepared:** **Recommended for HO:**	**No** **No**
10	**225 Waurn Ponds Drive, Waurn Ponds** **Waurn Ponds Community Hall & Former Schoolhouse** Refer attached Citation	**Heritage Citation Prepared:** **Recommended for HO:**	**Yes** **Yes**
11	**200 Waurn Drive, Waurn Ponds** **House & Outbuildings** No longer existing - dwelling and outbuildings have been demolished and replaced by a modern dwelling and shed.	**Heritage Citation Prepared:** **Recommended for HO:**	**No** **No**







#	Name/Address:	Action:	
12	**110 Lemins Rd (fronts Waurn Drive), Waurn Ponds** **Lime Burning Kiln and Quarry** Already on State Heritage Register VHR H0866, Hermes 22047 No further heritage action required.	**Heritage Citation Prepared:** **Recommended for HO:**	**Already on VHR** **Already on VHR**
			
13	**125 Lemins Road, Waurn Ponds**	**Heritage Citation Prepared:** **Recommended for HO:**	**No** **No**
	Farmhouse Modest structure of negligible architectural or representational values. Second heritage review of dwelling conducted in April 2024 demonstrated a lack of direct association with historic themes and thresholds. Historically there is very little fabric surviving of the vigneron/orcharding era. This house does not meet threshold for local Heritage Overlay.		
14	**35-39 Lemins Road, Waurn Ponds** **Victorian Homestead** Refer attached Citation.	**Heritage Citation Prepared:** **Recommended for HO:**	**Yes** **Yes**
			

#	Name/Address:	Action:	
15	**10 Lemins Road, Waurn Ponds** **Bluestone Outbuilding**, Yurara Refer attached Citation.	**Heritage Citation Prepared:** **Recommended for HO:**	**Yes** **Yes**
			
16	**20 Marendaz Road, Waurn Ponds** **Stable Ruin,** Waurn Ponds Hotel Refer attached Citation	**Heritage Citation Prepared:** **Recommended for HO:**	**Yes** **Yes**
			
17	**55 Waurn Drive, Waurn Ponds** **Prince Albert Vineyard** (former) No evidence of the vineyard or any associated structures remains. The site has been redeveloped.	**Heritage Citation Prepared:** **Recommended for HO:**	**No** **No**
		NO PHOTO	

#	Name/Address:	Action:
18	**129-135 Pigdons Road, Waurn Ponds** **Hermitage Gate & fencing**, Christian College Due to the relocation and construction of unsympathetic post and foundations, the integrity of the original wrought iron gates and fence panels have been comprised. The gates do not meet threshold for local Heritage Overlay as a place. Question as to whether they constitute a significant movable/relocatable object that could appropriately be relocated to yet another site in future. National Trust has requested the Gate & Fencing is referred to Heritage Victoria to consider inclusion on Victorian Heritage Register.	**Heritage Citation Prepared:** **no** **Recommended for HO:** **no** 
19	**76 Pigdons Road, Waurn Ponds** **Arthur's House**, Australian House Museum No longer existing on this site - relocated to 21 Brewongle Ave, Hamlyn Heights following windup of the AHM project.	**Heritage Citation Prepared:** **No** **Recommended for HO:** **No** NO PHOTO
20	**76-80 Ghazeepore Road, Waurn Ponds** **Early Farmhouse** Major additions evident and difficult to assess extent and integrity from public domain. Potential landscape values On the basis of the currently available information, this place does not meet threshold for local Heritage Overlay. This does not preclude future reassessment of the place for an overlay if additional new information becomes available but precludes it being considered as heritage until such time.	**Heritage Citation Prepared:** **no** **Recommended for HO:** **no** 

#	Name/Address:	Action:	
21	**152 Ghazeepore Road, Mt Duneed** **Former Duneed Aboriginal Reserve** Owned by Wadawurrung Property Pty Ltd. **Progress deferred pending engagement with Traditional Owners** Potential inclusion as a H/O First Nation Place. Potential inclusion in Victorian Aboriginal Heritage Register.	**Heritage Citation Prepared:** **Recommended for HO:**	**TBC** **TBC**



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HERITAGE OVERLAY PROPOSAL & SUPPORTING HERITAGE ASSESSMENT

The following proposed heritage overlay and supporting heritage assessment has been compiled in accordance with Planning Practice Note PPN01: *Applying the Heritage Overlay*

Heritage Place:	**Sparrovale Model Farm**	UPI: 421208 228475 389204
Address:	Manager's Cottage: 95-97 Sparrovale Road, Charlemont Farm Landscape: 1-87 Groves Road, Armstrong Creek and 111-215 Sparrovale Road, Charlemont	
Traditional Owners:	Wadawurrung Traditional Owner Aboriginal Corporation	
Significant date range:	1907-34	
Architectural style:	Federation (Manager's Cottage)	
Typology:	Homestead, civil engineering works, hydraulic engineering works	
Assessed by:	Janine Barrand, Senior Heritage Officer; revised David Scott 23/7/2024	
Peer reviewed by:	(original draft) Frontier Heritage 22/7/2024	

LOCATION PLAN & PROPOSED HERITAGE OVERLAY



Figure 1: Sparrovale Model Farm - location plan and indicative study area. Source: Places Weave Map View, 2024

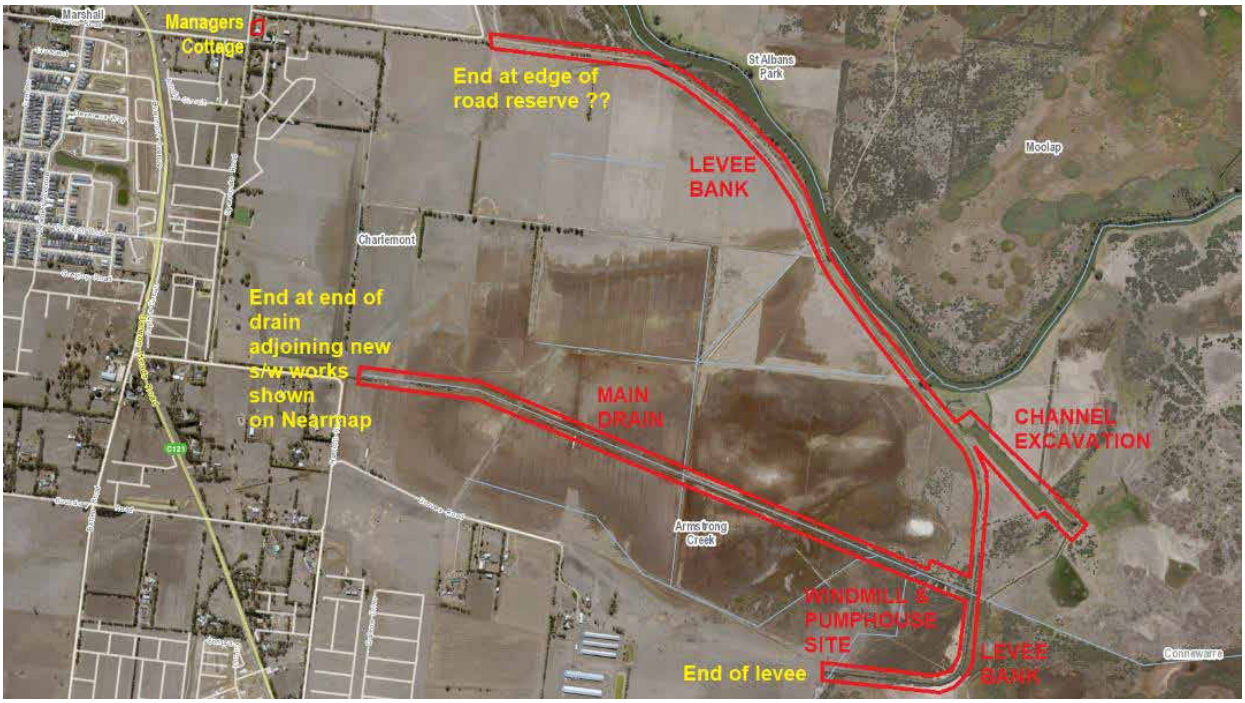


Figure 2: Aerial image of Sparrovale Model Farm showing the proposed overall extent of the heritage overlay inclusive of the Managers Cottage, flood and irrigation control works, Barwon channel excavation. Source: Places Weave 2019



Figure 3: Aerial image of Managers Cottage showing detail of proposed heritage overlay area on approved subdivision. Nearmap, 2022.

HERITAGE OVERLAY - STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT?

The Sparrovale Model Farm is historically significant for its ability to demonstrate the history of model farms and agricultural research facilities around Victoria in the late nineteenth and early twentieth century, as well having a close association with the history of the Geelong Harbor Trust. The historical significance of the Model Farm is embedded in the surviving building fabric of the former Manager's Cottage, along with the historical landforms of the flood and irrigation management works, the incomplete Barwon Channel formation, and the archaeological sites of related farm infrastructure.

Former Manager's Cottage [1]

The former Manager's Cottage is a substantial single storey weatherboard farmhouse in the Federation style, built in 1907. The significant remnant attributes of the house are:

- The original 1907 single storey, asymmetrical, horizontal weatherboard house with complex roof forms clad in sheet metal comprising a dominant hipped roof with minor hips and a gable projecting to the side and street frontage
- Return verandah under the dominant hipped roof
- Gable brackets and gable infill (brackets, panelling and battening)
- Early timber framed double hung windows arranged singularly under the verandah, and four panel-entry door with glazed upper panel set in a recess with side and top lights
- Early, altered, unpainted brick chimney (once two) – ornamental chimney top removed (Butler: 44)

Fabric of no significance (reference Butler, pp43-44) includes:

- Introduced skillion wings on the west and south elevations
- Introduced verandah posts
- Double hung sash window on projecting gable

Flood and Irrigation Control Works, Barwon Channel Excavation

The flood and irrigation management works are significant as an example of a major drainage and land development scheme engineered by the Geelong Harbor Trust in 1907-1908, now predominantly situated within the adjoining reserve. The significant remnant attributes of the Model Farm landscape include:

- Pronounced landforms of the Barwon River levee banks
- Incomplete section of Barwon Channel, designed to provide a navigable shortcut along the river, with excavated fill appears to be used as Levee fill.
- Remnants of irrigation pipelines, troughs and excavated drains across paddocks.
- Network of irrigation channels and field drains, including a primary central channel draining east southeast through the levee bank to discharge into Lake Connewarre, long paddocks running north-south served by drains either side and border check banks for flood irrigation. Later drainage channels cutting diagonally through this pattern in places.
- Archaeological sites of water pumps, and windmill, noting Sparrovale Model Farm is listed as Victorian Heritage Inventory Site H7721-0443.

HOW IS IT SIGNIFICANT?

The Sparrovale Model Farm is of historical cultural significance to the City of Greater Geelong (Criteria A, B, F & H).

[1] For further details of features of the Sparrovale Manager's House (former) refer to the site inspection conducted by Graeme Butler & Associates in September 2019. Sparrovale Farm Heritage Assessment. Pages 43-44.

WHY IS IT SIGNIFICANT?[2]

The Sparrovale Model Farm, inclusive of the built fabric of the former Manager's Cottage along with the historical landforms of the flood and irrigation management works and the archaeological sites of related infrastructure has historical significance in demonstrating the early 20th Century approach of the Victorian Government to developing experimental models and techniques to support farming practise across the state, and specifically in demonstrating the establishment and operation of the Geelong Harbor Trust's Model Farm, Sparrovale, between 1906 and 1934. (Criterion A)

The Barwon channel excavation, albeit incomplete, is of historical significance in demonstrating the work of the Geelong Harbor Trust in exploring options to improve maritime/riverine communications along the Barwon River to Geelong. (Criterion A)

The Sparrovale Model Farm is significant as a rare example of Geelong Harbor Trust's farming enterprise. The former Manager's Cottage has individual rarity value as one of only three known farm dwellings associated with model farms in Greater Geelong, along with being the only building to survive in situ remaining of this once substantial farm complex, and whilst it has been altered, its historical significance remains embodied in the surviving original Federation era fabric. Note the other surviving building legacy of Sparrovale is all off-site, the woolshed having been relocated and adapted into All Saints Church at Barwon Heads in the 1930s. Other surviving buildings associated with the Geelong Harbor Trust of the Federation era include the locally significant boat houses at Barwon Heads, which have also been altered and adapted. (Criterion B)

The original layout and site planning of the Sparrovale Model Farm demonstrates a high degree of technical innovation in its layout and use of tramways within the farm complex, as captured in historical plans and of which the former Manager's Cottage is a physical remnant; in the layout of the farm paddocks with their integrated network flood and irrigation control measures, water pumps and windmills, which remain extant as landforms or archaeological sites demonstrating attempts to convert swamps into viable agricultural land; and in the excavation of the Barwon Channel as a navigable shortcut and to generate fill for the levee, drainage and irrigation works at Sparrovale, for its attempt to improve transport communications, and for the utilisation of techniques such as dredging and steam excavators common on large civil works. The role of the Geelong Harbour Trust in bringing this expertise to a role they would otherwise have not been familiar with (namely farming) is highly atypical of such a public body. (Criterion F)

The Manager's Cottage (former) is significant for the strong association with the Geelong Harbor Trust and its' engineer A. C. Mackenzie, reflected in the 1907-1908 farm complex design and civil engineering works. The former Manager's Cottage is significant due to its association with Geelong-born Percy Everett, then draftsman to the Geelong Harbor Trust, who was involved in the design of the Manager's Cottage, being one of the earliest examples of his design input in Victoria. Everett became the Chief Architect of the Public Works Department of Victoria (Criterion H).

WHO ARE THE TRADITIONAL OWNERS/REGISTERED ABORIGINAL PARTY FOR THIS PLACE?

The place is located on traditional land of the Wadawurrung people, and the eastern part of the site is included within a designated area of Aboriginal Cultural Sensitivity along the bank of the Barwon River, including part of the levee bank and the Barwon Channel. Whilst the southeast part of the site and area around the Managers Cottage include registered Aboriginal sites. The Registered Aboriginal Party (RAP) under the Aboriginal Heritage Act 2006 for this land is Wadawurrung Traditional Owner Aboriginal Corporation (WTOAC).

[2] The Sparrovale Farm Heritage Review on behalf of the City of Greater Geelong by Biosis, September 2021 has been relied on for the Statement of Significance.



Figure 4: Aerial image showing registered Aboriginal sites and zone of Aboriginal Cultural sensitivity along Barwon river. Places Weave.

HERITAGE OVERLAY - PROPOSED SCHEDULE 43.01 PROVISIONS

External paint Controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system 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?
No	No	No	Yes	No	No	No	No

SUPPORTING HERITAGE ASSESSMENT

SIGNIFICANCE ASSESSMENT METHODOLOGY

This heritage assessment was undertaken in accordance with the methodology described in the *Charlemont, Marshall & Waurn Ponds Heritage Review 2024*, prepared by the City of Greater Geelong in June 2024.

The Heritage Assessment draws on site visits, and research and analysis contained in Graeme Butler & Associates "Sparrovale Farm Heritage Assessment", 2019 and Biosis, "Sparrovale Farm Heritage Review", 2021.

The historical notes provided for this assessment are not considered to be an exhaustive history of the site. Butler & Associates, "Sparrovale Farm Heritage Assessment", 2019 includes a detailed chronology.

In respect of the individual heritage assessment criteria listed in Planning Practice Note 1, Sparrovale Model Farm was determined to satisfy the following, as expanded upon in the What/Why/How Statement of significance:

Assessment Criterion	*Threshold Satisfied?*	*Indicative Basis*
Criterion A Importance to the course or pattern of our cultural or natural history (historical significance)	Strong local, potentially state Local	Government development of experimental farms to develop practise Development of river transport/navigability
Criterion B Possession of uncommon, rare, or endangered aspects of our cultural or natural history (rarity).	Strong local, potentially state	Government experimental farms are relatively rare, former Managers Cottage is rare surviving experimental farm structure
Criterion C Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).	Potentially marginal local	archaeological evidence of the wider complex layout, outbuildings and tramway network is believed to have been mostly lost through subsequent use and redevelopment; minor research potential may exist through future study of the flood and irrigation control measures. Site remains on the VHI.
Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).	Potentially marginal local	Most evidence of the wider complex layout, outbuildings and tramway network is believed to have been lost through subsequent use and redevelopment; a single building and range of landforms and archaeological features remain
Criterion E Importance in exhibiting particular aesthetic characteristics (aesthetic significance).	Nil apparent	Compositional and landscape values of the wider farm complex have been lost through subsequent use and redevelopment
Criterion F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).	Strong local	high degree of technical innovation in the layout of the farm complex and flood and irrigation control works
Criterion G Strong or special association with a particular community or cultural group for social, cultural, or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).	Nil apparent	The Geelong Harbour Trust workforce on the farm may once have possessed a relevant attachment under this criteria, however the passage of 90 years since such operation has relegated that to a historical rather than present attribute.
Criterion H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).	Strong local	Demonstrated association of the development of the whole farm with an early C20th public authority - the Geelong Harbour Trust, demonstrated association of Chief Public Works Architect Percy Everett with the Managers Cottage

PHYSICAL DESCRIPTION

The study area for the Sparrovale Model Farm encompasses an area of ~4 km^2 extending east from Sparrovale Road to the Barwon River and Lake Connewarre. Refer Fig 1.

The northwest corner of the Farm area comprises elevated ground above the Barwon River floodzone, which resulted in the complex of farm buildings and extensive landscape plantings being developed there c1906. This area has been redeveloped as part of a suburban subdivision 2022-24, but retains the former Manager's Cottage.

The eastern and southern parts of the Farm area comprise the productive paddocks of the farm, situated behind an extensive levee bank and including an extensive network of flood and irrigation management landforms and archaeological features. Outside the levee to the east is the incomplete Barwon channel excavation, intended to provide a navigable shortcut from one of the Connewarre Lakes into the Barwon.

Former Manager's Cottage

The Manager's Cottage is located on the corner of Sparrovale Road and Marlee Drive, Charlemont, the primary facade facing north onto Sparrovale Road.

The single storey horizontal weatherboard house was built in 1907 in the Federation style. The house has a dominant hipped roof with minor hips and a gable projecting to the side and street frontage. These roof forms are clad in corrugated sheet metal. The projecting gable has gable brackets and gable infill (brackets, panelling and battening).

An early, altered, unpainted brick chimney adorns the roofline. Early photographs show that there were once two brick chimneys.

The bank of windows in the projecting gabled wing on the north elevation have been introduced replacing the original paired timber framed casement windows shown in the historic photographs.

Temporary fencing surrounds the site and there are no significant trees or evidence of the original garden layout.

The Cottage has not been actively maintained for many years, there are a number of issues including foundation posts, windows and cladding that has deteriorated consistent with a building of this age upon which little maintenance has occurred in recent years. The Cottage is currently the subject of a planning permit that has a condition requiring the cottage be retained, however it appears from the owner's dilapidation reports that little attempt has been made by the applicant to maintain and secure the Cottage since 2022 as part of the requisite retention. Consequently, there has been extensive damage to exterior walls and windows and the front door has been removed.



Figure 5: Manager's Cottage (former) showing hipped roof forms, gable, and brick chimney (north elevation)
Source: Google Streetview, May 2023



Figure 6: Manager's Cottage(former) showing skillion addition (west elevation)
Source: Google Streetview, May 2023



Figure 7: Manager's Cottage (former) showing hipped roof forms and skillion addition (south elevation)
Source: Google Streetview, May 2023

Tree Plantings

The original Farm complex had a number of mature tree plantings and roadside plantings, all of which have been remove in the residential subdivision works of 2021-22.

In the northern half of the Farm, east of the residential subdivision, there are a number of linear tree plantings that define historical paddock boundaries and drainage lines. Most of these appear from imagery to have a late C20th origin, and are relatively minor or low value specimens, albeit they complement the historical farm layout.

Flood and Irrigation Management Works

The levee is still extant for about four kilometres long extending along the west bank of the Barwon River. At a point where the Barwon River turned east in a broad loop, the opportunity was seen for a channel to be excavated across the head of the loop to form a shorter navigable route up the river and to generate earth fill for use in the levee bank. Only part of the channel was excavated, measuring the order of 500 x 34m x ~4.5m deep.

The significant landscape changes related to the development of the drainage and irrigation and system are still identifiable. The network of field drains, and irrigation channels is also still clearly discernible on aerial photograph, comprising a central channel flanked by long paddocks to the north and south. Each of these is served by drains on either side and border check banks for flood irrigation running north south. Later drainage channels cut diagonally through this pattern in places. The archaeological sites of at least two windmills occur along the levee (Figure 8).



Figure 8: Intersection of drain with levee bank, and site of early windmill. Source: Nearmap 2019



Figure 9: 500 x 34 x 4.5m Barwon Channel excavation and levee bank. Source: Nearmap 2019

PLACE HISTORY

For a detailed Place History refer to Graeme Butler & Associates, Sparrovale Farm Heritage Assessment, City of Greater Geelong, November 2019, pages 20-32.

The main themes relating to Sparrovale Model Farm Manager's Cottage referring to Heritage Victoria's *Framework of Historical Themes* (2010), are:

Building Sparrovale Model Farm (Historic Theme 4)

The property was probably first occupied by European settlers in the 1850s with a 640-acre racecourse marked in the location on the 1850 survey plan by Garrard and Shaw (Figure 10). This became the original Geelong racecourse and by 1878, a branch line of the Marshall Railway ran through the allotment.[3]



Figure 10: Section of hand coloured cadastral map showing the race course, Garrard & Shaw, 1850
Source: National Library of Australia MAP RM 963

The Sparrovale Manager's Cottage (former) was located on Section 4A Lot 1 (Figure 11).

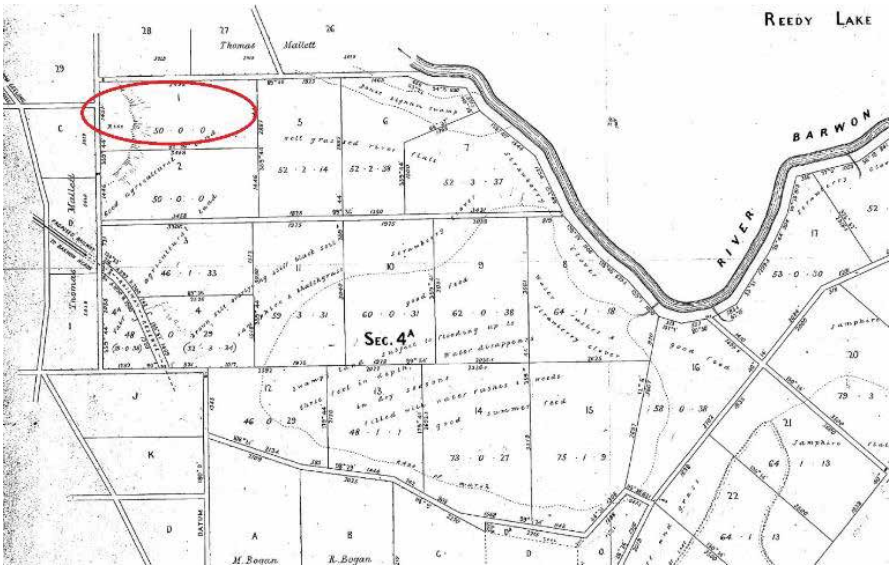


Figure 11: Part of Subdivision of Geelong Racecourse showing the location of the homestead site. Section 4A Lot 1 Parish of Connewarre, County of Grant, 1906. Source: Courtesy of David Rowe.

[3] Ibid Biosis. Page 3.

In 1905 the Geelong Harbor Trust Act (Statute No. 2012) was enacted, and Geelong Harbor Trust constituted. It was reported that "The Trust was established for the sole purpose of managing the port and providing harbor facilities for shipping" however, the old Geelong Racecourse was handed to the Trust to "use as it pleased" the decision being to "work it as a farm". [4]

The Trust was also given the Connewarre Farmer's Common. The low-lying salt-ridden flats were proposed to be reclaimed to increase their capital value, and operate a farm from it, thus generating an income to offset Geelong Harbor Trust port operations.[5]

The newly formed Geelong Harbor Trust appointed A. C. Mackenzie as engineer in 1906. With a background in mines and railways in England and China, Mackenzie had been assistant engineer to the Sydney Harbour Trust before bringing his extensive experience to the planning and development of Sparrovale.[6]

An important appointment to his team was ambitious architectural student Percy Everett (1888-1967) who worked as Mackenzie's architectural draftsman from 1906 to 1910. There is sufficient historical evidence of Everett's contemporaneous work at Geelong Harbor Trust as well as his own recollections to establish that he had design input into the Manager's Cottage:

"Mr Trevor Williams and I enjoyed the alternate interest the planning of farm buildings induced, as a respite from Corio Quay…I was more concerned with the homestead, personally: but the farm manager, Mr. William Baird – quite in the manner of a farmer – was more concerned with the efficiency and modernity of the farm structures, than with such a trivial proposition as a homestead. "Leave it to you" was the understatement of that farm development period."[7]

The 2019 Sparrovale Farm Heritage Assessment concluded from the assessment of the Manager's Cottage that "Inside the L-shape passage is uncommon and indicates that it was designed by an architect or engineer…"[8]

In 1907 the Geelong Harbour Trust Commissioners published subdivision plans for Sparrovale and reported that "Suitable farm buildings, including a Manager's Cottage, offices, quarters, stables, creamery, cool stores, milking shed, calf pens, feeding sheds, and pig sties have been erected in the most convenient order…".[9] A design for the entrance gates dates from 1907. (Figures 12 & 13).

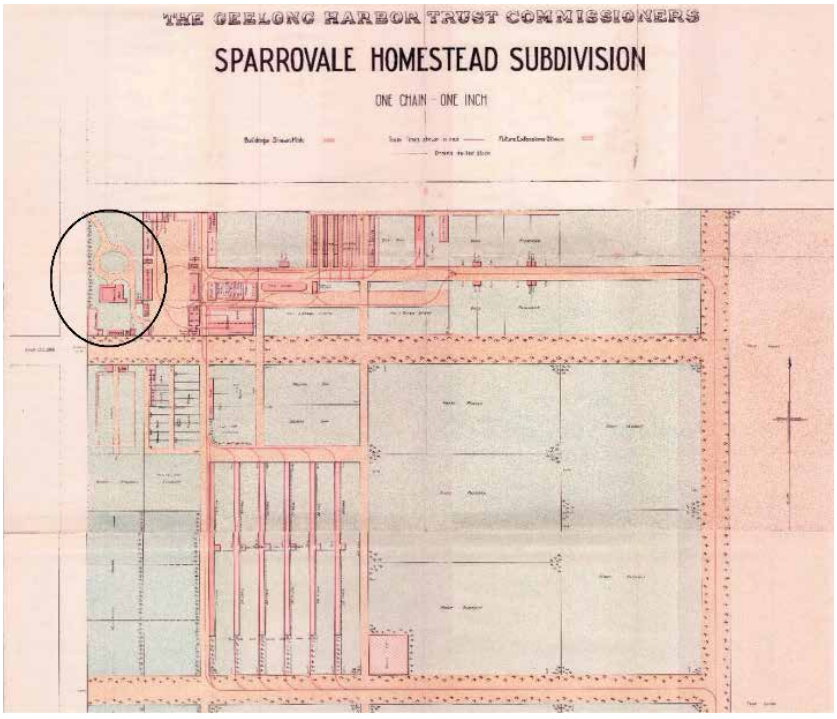


Figure 12: Part of the Sparrovale Homestead Subdivision showing the Manager's Cottage. The Geelong Harbour Trust Commissioners, 1907
Source: Deakin University Archives

[4] 'Geelong Harbor Trust', *Geelong Advertiser,* 20 November 1908

[5] Rowe, D., About Corayo: A Thematic History of Greater Geelong, City of Greater Geelong 2021.Page 387.

[6] 'Mr A. C. Mackenzie Goes to Melbourne', *Geelong Advertiser*, 11 March 1913

[7] "Tall Stories, By Percy Everett. The Irrigation Farm at Marshalltown", *Geelong Advertiser*, 9 February 1961.

[8] Ibid, Graeme Butler & Associates, page 69.

[9] Geelong Harbour Trust Commissioners, Annual Report, 1907

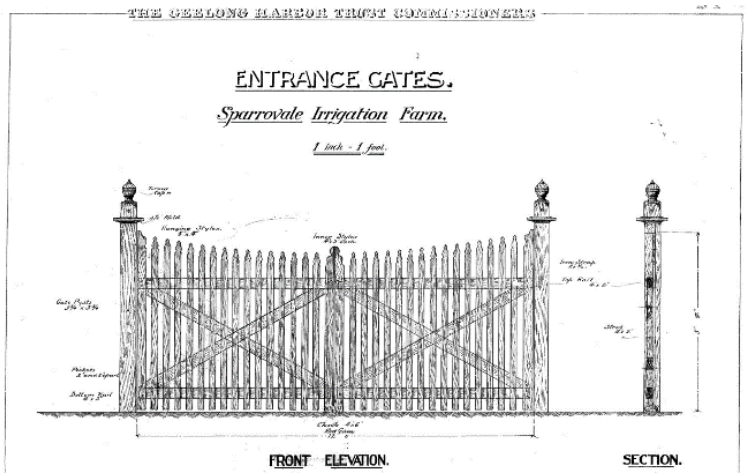


Figure 13: Design for Entrance Gates, The Geelong Harbor Trust Commissioners, 1907
Source: Ian Wynd Collection

Land was cleared, fenced and salt leached from the soil by surface and underground drainage and irrigation. Open channel and agricultural drains were first constructed, and maize crops planted. These works also comprised a large earth levee bank along the edge of the Barwon River to keep out flood waters, and a main drain to take water off the low-lying land. A series of feeder drains were excavated leading into this, and pump stations established at two sites just inside the levee.[10]

By 1908 the Sparrovale homestead site had been laid out. Situated on higher ground, the Federation-styled Manager's Cottage had been built in timber and gardens and shrubbery laid out. "On the left of the entrance gate is the manager's residence, round which a flowering garden and shrubbery have been laid out; and on the right is an acre of ground reserved for the future nursery. This latter, and the rest of the horticultural work, is in charge of a practical gardener and forester, who will raise and plant out such trees and shrubs as are required for shelter, ornamentals, and general garden work".[11] A suite of later, undated photographs shows fencing and plantings. (Figures 14 to 17). An aerial photograph taken in 1936 by Charles Pratt shows the homestead site. (Figure 19)

There is little detail about the plantations at Sparrovale however a 1920 article report that "At the homestead there is small, homely growth of over-spread wattles, the sickly ones affected with sap-drying and others that are showing signs of top drought should be removed…"[12]

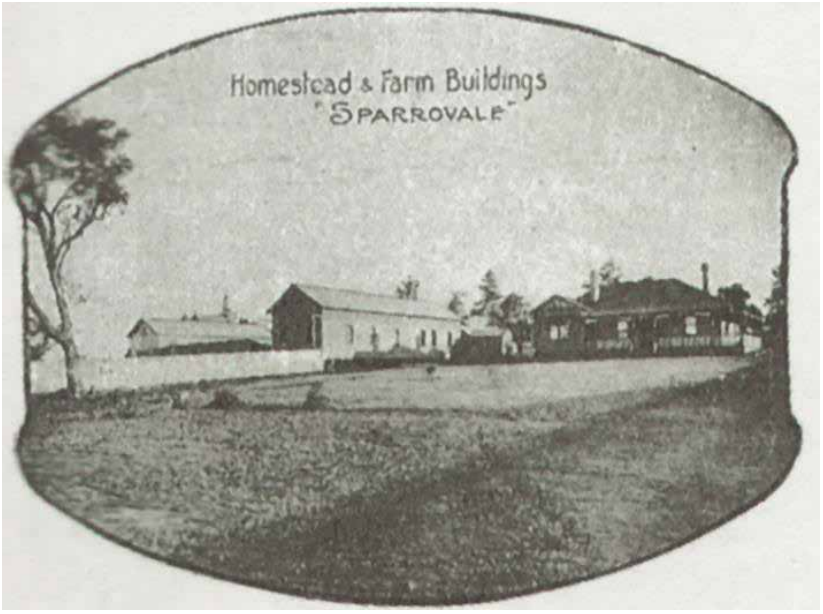


Figure 14: Photograph showing Homestead (Manager's Cottage) & Farm Buildings.
Source: *Illustrated Guide: Geelong and District*, Committee of the Geelong Progress Association, 1908

[10] Ibid Biosis. Page 9.

[11] McFadzean, J.S., "A Farm in the Making", *Journal of Agriculture*. Page 493.

[12] 'Sparrovale Plantations', *Geelong Advertise*r, 26 June 1920.



Figure 15: Manager's Cottage with student accommodation adjoining, ND.
Source: Ian Wynd Collection. Courtesy of David Rowe.

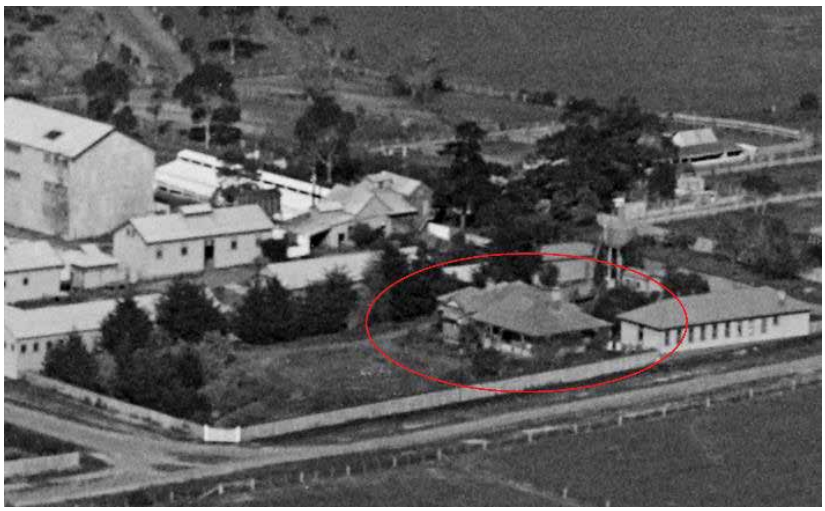


Figure 16: Detail of Sparrovale Farm. Photograph by Charles Pratt
Source: State Library of Victoria



Figure 17: 'Marshall – Sparrovale Homestead', showing views of fencing and landscaping. ND.
Source: Public Records Office Victoria PROV VPRS 242/770

The dairy farm and drainage operations were managed by William Baird under the share system who was chosen "on account of his previous experience and success in such general farm practice."[13] The primary focus of farming was on dairy production, although poultry, pigs and maize cropping were substantially developed. The site was highly developed with an array of sheds for the various livestock, dairy facilities, a granary and two concrete silos, along with extensive draining and irrigation works as well as a tramway network to shift materials around the site.[14]

Sparrovale was under constant threat of flooding, and after damaging inundations in 1909 and 1911, the Trust decided to protect the property by a levee bank almost three miles long in January 1912. These works comprised a large earth levee bank along the edge of the Barwon River to keep out flood waters, and a main drain to take water off the low-lying land. A series of feeder drains were excavated leading into this, and pump stations established at two sites just inside the levee.[15]



Figure 18: Excavation of Barwon Channel to generate a navigable shortcut and fill for the levee bank, Sparrovale, c.1912.
Source: Ian Wynd Collection. Courtesy of David Rowe

The farm was not without its critics who questioned the Trust's investment in Sparrovale and the process by which farm manager William Baird was appointed. In 1916 the Trust sought tenders for a 10-year lease to satisfy that criticism with Baird successful.

By 1926 the loss on Sparrovale farm was £20,760, and in 1927 an Auditor General's report noted that sundry debtors included £5,220 owing to the Trust by William Baird, ex-Manager. "From inquiries made this appears to be a bad debt." William Baird had resigned in June 1926 after a 20-year occupation[16].

Sale of Sparrovale Model Farm & Subsequent Owners (Historic Theme 4)

Following William Baird's resignation, Geelong Harbor Trust Commissioners invited tenders for the lease of Sparrovale for grazing purposes with Mr C. H. Besley's offer accepted.[17] Besley acquired the freehold and was the occupying tenant from 1927 to 1932. In 1930 Besley relet Sparrovale to brothers J.B. and T.W. Fowler of Werribee.

After many years of poor returns, and a 1933 Auditor General's report, Geelong Harbor Trust was reconstituted, with a new Board of Commissioners appointed determined to divest itself of assets "which were not necessary for the fuller development of the Port of Geelong"[18].

Geelong Harbor Trust made plans to sell Sparrovale however in November 1934 it was passed in at auction after receiving no bids at the "upset price of £11,000."[19] The offers made for improvements such as the workers cottages, fencing, a stable and harness room, and the framework of the cattle shed were so low that the Commissioner's subsequently offered them for sale.

[13] McFadzean, J.S., "A Farm in the Making", *Journal of Agriculture,* 10 August 1908, p.493.
[14] Scott, D., "Sparrovale Farm – Preliminary Heritage Assessment & Issues Arising", City of Greater Geelong, 21 August 2019.
[15] Ibid Biosis. Page 9.
[16] 'Finance of the Port. Difficulties in Administration', *Geelong Advertiser*, 7 January 1928.
[17] "Lease of Sparrovale Farm", *Geelong Advertiser*, 7 November 1927.
[18] "Sparrovale Farm. No offer at auction", *Geelong Advertiser*, 30 November 1934.
[19] Op cit.

The Lands Department assumed control of Sparrovale to endeavour to dispose of the property consisting of 1,077 acres with an eight-roomed weatherboard house and buildings. The upset price was £10,500. [20] The farm was purchased by William Henry Bailey, and at least some of the buildings were removed by 1935.



Figure 17: Sparrovale Farm, 1936. Photograph by Charles Pratt. Source: State Library of Victoria

Bailey was the owner from 1936 to 1952, when it was purchased by Claude Perkins and farmed until his retirement in the mid-1970s, when the ownership transferred to his son Graham Perkins and family. It was run as a fat lamb and vealer property until 2019 when the acquisition by the City of Greater Geelong took place.[21]

In 2022 the remaining structures in the homestead yard comprising the dairy and stable, and two reinforced concrete silo bases were demolished, leaving the Manager's Cottage (former) as the remaining in situ 1907 structure.

[20] 'Sparrovale Farm Sale', *The Argus* (Melbourne), 13 November 1936.
[21] City of Greater Geelong, *Sparrovale Ngubitj yoorree Wetlands Master Plan*, 2021, p.24.

Percy Everett, Architect – Biographical Note

From Aitken. R., Edwardian Geelong: an introduction, Deakin University, November 1977. Page 10.

Percy Edgar Everett (1888-1967) was born at 21 Weller Street, Geelong West, the seventh child of Joseph Everett, a blacksmith from England, and his Australian-born wife, Emma Mary (nee Elliott). As a 17-year-old in 1905 Everett was articled to architect William Henry Cleverdon (1855-1930) in 1906 enrolling at the Gordon Institute of Technology as the first student of architecture[1] studying at night four nights a week. He eventually became of member of the Building and Architecture Instructional staff.

Everett was next employed by the Geelong Harbour Trust as an architectural draftsman from 1907 to 1910, after leaving the Trust he became a junior partner of Seeley, King & Everett initially working primarily on industrial projects such as woollen mills and factories. In 1912 while with the firm, Everett designed the King Edward VII Sailor's Rest at 3 Moorabool Street, Geelong.

In 1913 Everett embarked on an international study tour returning to join Laird and Buchan remaining an architect in association with the company from 1914 to 1934. Everett moved to Melbourne in 1914 and took up the position of Headmaster of the Brunswick Technical College in 1916.

Percy Everett is most well-known for his role as the Chief Architect of the Victorian Public Works Department. Appointed in 1934 Everett was responsible for the construction and maintenance of the State's public buildings, including courthouses, police stations, prisons, psychiatric hospitals, schools, and tertiary institutions.

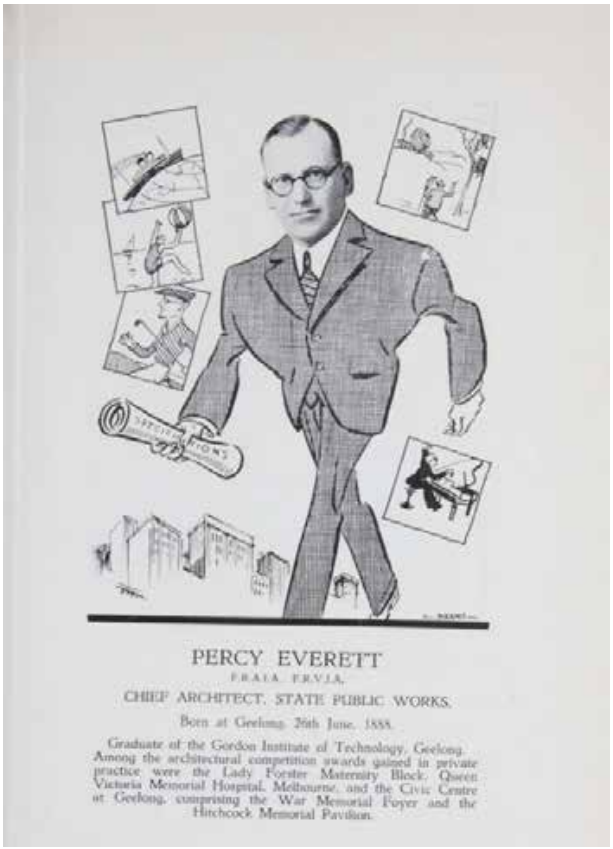


Fig 18. 500 Victorians, 1934. Source: National Library of Australia

[1] Aitken. R., *Edwardian Geelong: an introduction*, Deakin University, November 1977. Page 10.

CONDITION

Former Manager's Cottage - Recent photographs indicate that Sparrovale former Manager's Cottage is in poor condition. There is evidence of missing and deteriorated weatherboards, broken windows, missing front door and graffiti, with the owner claiming the floor substructure and portions of wall structure are unsound.

Channel, Flood and Irrigation Management Works - The Barwon Channel and network of irrigation and drainage channels are still evident as landforms. A lack of maintenance over many decades has resulted in degrees of erosion and revegetation but given the nature of these formations they will remain evident for many years without maintenance.

INTEGRITY

Former Manager's Cottage - The Sparrovale Manager's Cottage (former) has moderate integrity, with key features of the Federation style discernible including the complex roof forms, double hung windows, gable brackets and gable infill (brackets, panelling and battening) and four panel-entry door with glazed upper panel set in a recess with side and top lights.

The most obvious changes are introduced windows to the projecting gable, removal of one of the two unpainted brick chimneys, and removal of window hoods, timber verandah fretwork and balustrading.

Former Manager's Cottage			
Poor	Deterioration of fabric very noticeable, with possible structural deterioration as well	Moderate	Original and/or early fabric clearly discernible, but a number of minor modifications noticeable

Channel, Flood and Irrigation Management Works - The levee remains a prominent major landform, about four kilometres long extending along the west bank of the Barwon River.

The significant historical landforms related to the development of the channel, irrigation and drainage system are still identifiable. The network of field drains, and irrigation channels is also still clearly discernible on aerial photograph, comprising a central channel flanked by long paddocks to the north and south. Each of these is served by drains on either side and border check banks for flood irrigation running north south. Later drainage channels cut diagonally through this pattern in places.[22]

Channel, Flood and Irrigation Management Works			
Good - fair	Varies: Minor to modest deterioration of fabric noticeable	Moderate	Original and/or early fabric clearly discernible, but a number of minor modifications noticeable

CONSERVATION RECOMMENDATIONS

Former Manager's Cottage - If reasonable maintenance is not undertaken on this building soon then it will be lost through natural or human causes. Presently there is an extensive range of non-structural repairs that are required, which are predominantly due to deterioration that has occurred since the building was last inhabited in 2021-22. Dilapidation reports provided by the owner indicate some minor structural works such as restumping and wall framing repairs are required, the amount of which required has increased since 2021 – albeit these would not have escalated if the building had been maintained. Opportunities are available to repair/replace the original windows, verandah detailing, and other missing original fabric as shown in the historic photographs. Later additions, such as the skillion wing on the west side can be removed.

Channel, Flood and Irrigation Management Works – these features can be allowed to 'grow old gracefully' within there context as a drainage reserve and nature area. Developmental works that impact these features should be avoided, and minor vegetation of drainage control maintenance works may be required periodically..

[22] Ibid. Biosis. Page 17.

COMPARATIVE ANALYSIS

The comparative analysis demonstrates the historical significance and rarity of the Manager's Cottage (former) by providing examples of model farms dating from the mid-nineteenth century.

The State Research Farm, c.1912, at 600 Sneydes Road, Werribee (VHI H1961) retains a complex of buildings including a farm office, silos, and former dairy and stables however, the Manager's residence was destroyed by fire in 1991.

In the Marshall area the Sparrovale Manager's House (former) is the only early 20th century example, other surviving manager's residences such those at 'Greenbank', 1852, 40 Jendes Road and 'Barwonside', 81 Tannery Road, c1860 are earlier and associated with tanneries.

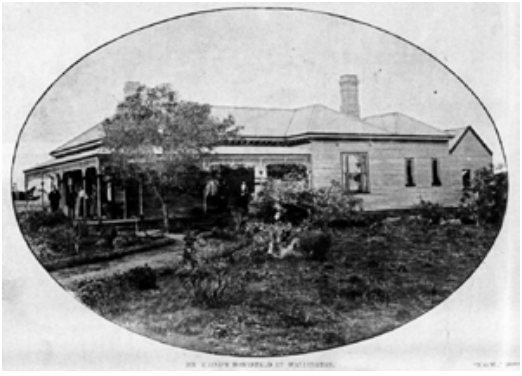
The early 20th century work of Geelong Harbor Trust is illustrated through the altered and relocated boat sheds now located in Barwon Heads and adaptive use of the former Sparrovale woolshed. All have been recognised through heritage overlay.

Percy Everett's early development as a draftsman and architect with Geelong Harbor Trust, and work undertaken for his father Joseph on dwellings in Geelong West demonstrate his experience with domestic design at the same time he was working on the Sparrovale Manager's Cottage. Everett's regular column 'Tall Stories' published in Geelong Advertiser in 1960 and 1961 are relied upon as evidence in the comparative analysis.

The more restrained design of the Manager's Cottage (former) is possibly as a consequence of Everett's junior status with Geelong Harbor Trust and that he was likely to have been under the direction of A. C. Mackenzie as well as the constraints of time and cost.

Other Model Farms in Greater Geelong

There were five model farms known to have been operating in the Geelong area between the 1860s and 1930s, with three timber homesteads surviving including the former Manager's Cottage at Sparrovale.

It is not known whether any original fabric survives. No heritage overlay applies.	**'Murradoc' House, 1871, Founds Road, Drysdale** A well-known mixed farm on the Bellarine Peninsula in the 1860s was Jonas Levien's 'Murradoc Farm' on Founds Road, Drysdale. On 640 acres he grew grains, potatoes, and seeds as a 'model farm' with guano procured from nearby Mud Island to fertilise his crops. In 1871, the architect Andrew McWilliams designed a cottage for J.F. Levien that was later known as 'Murradoc House'. Today, Levien's previous farm is the location of Scotchmans Hill Winery. [23]
 Chevy Homestead (n.d.) [c/1918]. Source: News of the Week, Bellarine Shire collection, Bellarine Historical Society.	**'Chevy' Homestead, c.1853** **Fenwick Street, Wallington** At 'Chevy', Fenwick Street, Wallington, David Rhind, experimental farm cultivator, stockbreeder, and dairy farmer established an extensive model farm which included a dairy herd. Originally part of Fairfax Fenwick's Chevy Estate including his homestead built in c.1853, Rhind purchased his 3000-acre property in 1886. The land included leased dwellings, vineyards and other farming properties between Lake Connewarre and Curlewis as well as Wallington. Rhind appears to have made changes to the original homestead with the construction of substantial Victorian Italianate styled additions. It appears that the dwelling survives. No heritage overlay applies.

[23] Rowe, D., *About Corayo: A Thematic History of Greater Geelong*, City of Greater Geelong, 2021. Page 376.



Avondale, Source: Google Maps, 2023

'Avondale' Residence, c.1870
2 Church Road, Bellarine
HO1546 C Listed – Local Significance

'Avondale' is a surviving example of mixed farming on the Peninsula. Owner Robert Willey farmed 80 acres, employing labour, and producing a variety of produce, keeping a herd of dairy cattle, calves, pig, and poultry. Willey specialised in seed growing for farm and domestic use including peas, onions, lettuces, carrots, and vegetables of all kinds laid out in sections or plots.

The residence is a double fronted clad with weatherboards, with a hipped and gable roof clad with corrugated iron, and two projecting gables with a verandah in between.



Plan of proposed model farm at St Albans
Source: *About Corayo: A Thematic History of Greater Geelong*, City of Greater Geelong, 2021

St Albans, 1873
6-30 Homestead Drive, St Albans Park
VHR HO373

St Albans has been associated with the attempt to establish a model farm in 1902 and 1923.

A model dairy farm was established at St Albans in 1902 including commercial creamery. [24]

In 1923 the proprietor of St. Albans made an offer to let his property including land, stock, and plant to be controlled as a model farm by the Geelong Agricultural and Pastoral Society. "He was led to make the offer by the number of applications from persons who desire to gain experience by working on his farm." [25]

Other designs commissioned by Geelong Harbour Trust

The work of Geelong Harbor Trust incompassed major projects such as the Corio Quay Freezing Works and smaller bespoke designs for boat houses. Important to the comparative analysis are two projects demonstrating how smaller initiatives have been adapted. Their local significance has been recognised through heritage overlay.



All Saints Church (former wool shed, Sparrovale), 1998.
Source: David Rowe

All Saints Anglican Church, 1907-1935
61-63 Hitchcock Avenue, Barwon Heads
HO1683 C Listed – Local Significance

The gabled timber building is the former woolshed relocated from Sparrovale in 1935 when it was altered and extended as part of its conversion into an Anglican church building. Even with its relocation and alterations, the historical significance of the place (its asociations with both Sparrovale and the Anglican Church at Barwon Heads) is embodied in the physical fabric.

[24] 'A Model Dairy Farm. The St. Albans Estate', *Geelong Advertiser*, 13 June 1902.
[25] 'Geelong. Proposed Model Farm', *Geelong Advertiser,* 13 April 1923.



10-12 Ewing Blyth Drive, Barwon Heads, 2020.
Source: David Rowe



20 Ozone Road, 1998. Source: David Rowe.

Former Boat Sheds, Barwon Heads, c.1913

The former Boat Sheds located at 10-112 Ewing Blyth Drive and 20 Ozone Road, Barwon Heads were originally built on the Barwon Heads foreshore in c.1913 to a standard design developed by A.C. Mackenzie, Geelong Harbor Trust engineer.

The boat sheds were relocated to Ewing Blyth Drive and Ozone Road in 1936-37, and altered and adapted into dwellings. The sheds have therefore experienced noticeable alterations and additions but historically have significance as a physical legacy of their now-rare structures in Greater Geelong.

The sheds on both properties have experienced further change as parts of recent developments but the originally-intended boat shed appearance remains discernible.

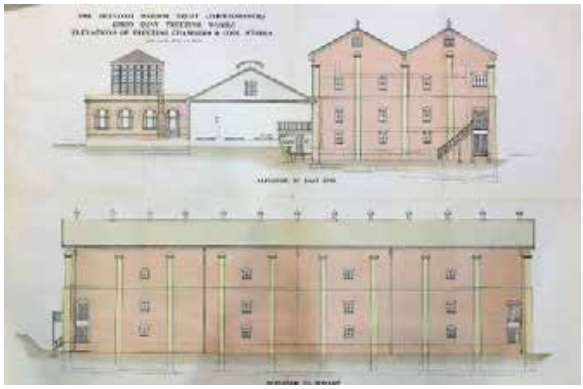
They are identified by HO1649 and HO1694.

C Listed – Local Significance

Other Percy Everett Designs of the period

Geelong Harbour Trust

Percy Everett was employed by the Geelong Harbour Trust from 1906 to 1910 working on projects of scale such as the Wool Dumping Store, Yarra Street Pier, 1908 and Corio Quay Freezing Works, 1909. The more restrained nature of the Sparrovale design is possibly as a consequence of Everett's junior status with Geelong Harbor Trust and that he was likely to have been under the direction of A. C. Mackenzie. Junior at GHT I Ashby study



Corio Quay Freezing Works, Elevations of Freezing Chambers & Cool Stores, The Geelong Harbor Trust Commissioners, 1909. Source: Special Collections, Deakin University Library

Corio Quay Freezing Works, 1909

Percy Everett was responsible for designing one of the units (power house?) and supervised the construction of the Cool Store.

In Tall Stories, Everett says:

"In those days, one would work on details of the project during the morning and proceed to the quay – by buggy or launch – with the drawings,…But that personal contact with the foreman, on the site, worked wonders."[26]

The Freezing Works were destroyed by fire in 1984.

[26] Everett, P., 'Tall Stories. Corio Freezing Works Power', *Geelong Advertiser*, 18 January 1961.



Osborne House showing east elevation, 51 Swinburne Street, North Geelong
Source: Lovell Chen, Conservation Management Plan, Osborne House and Stables, City of Greater Geelong, 2009. Page 96.

Osborne House, 1910-11
51 Swinburne Street, North Geelong
VHR H1101 H7721-0064

In 1909 Osborne House was sold to Geelong Harbor Trust for £6000[27] with the intention of leasing the building for three to five years. Percy Everett was given the task "to plan and supervise extensions to the old homestead"[28] Everett designed the two-storey addition to the east elevation, with an open plan dining room/ballroom below and six bedrooms above.[29]

"It was a welcome diversion, during the final structural odds-and-ends required in the planning and supervisory duties associated with a meat-works, to be entrusted with the more dignified procedure involving residential planning with masonry."[30]

Domestic Dwellings, Geelong West

Percy Everett's father Joseph Everett was a successful carriage builder in Mercer Street who also established a building business that included landholdings in Geelong West. Based on evidence from Percy Everett's "Tall Stories" column dated 31 December 1960[31] and historical evidence that these dwellings were built by Joseph Everett some for Everett family members, there is a high probability that they also represent some of Percy's early works.



19 Weller Street, Geelong West
Source: Ashby Heritage Review Stage 2: Database of Waterloo Heritage Places, City of Greater Geelong, 2010

19 Weller Street, Geelong West, 1907

Contributory Significance HO1962

19 Weller Street is of interest for its Art Nouveau band in the gable end – as shown in the photo of 1986. The sinuous detailing might reflect some of Everett's own work where he had greater design freedom compared to the more chaste Manager's Cottage (former) at Sparrovale (where he might have constrained by the engineer).

[27] 'Osborne House. Taken over by Geelong Harbor Trust', *The Age* (Melbourne) 10 August 1909.
[28] Everett, P., 'Tall Stories. Osborne House, North Geelong', Geelong Advertiser, 1961
[29] Lovell Chen, Conservation Management Plan, Osborne House and Stables, City of Greater Geelong, 2009. p. 94.
[30] Op Cit,. Geelong Advertiser, 1961
[31] Everett, P., 'Tall Stories', *Geelong Advertiser*, 31 December 1960.

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"Lease of Sparrovale Farm", Geelong Advertiser, 7 November 1927

'Finance of the Port. Difficulties in Administration', Geelong Advertiser, 7 January 1928.

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'Sparrovale Farm Sale', The Argus (Melbourne), 13 November 1936.

LOCATION DETAILS & HERITAGE OVERLAY

Revised 24/7/2024

Heritage Place:	**The Australian Tannery**	**UPI:**
Address:	40 Jendes Lane, Charlemont	
Traditional Owners:	Wadawurrung Traditional Owner Aboriginal Corporation	
Significant date range:	1852 – 1870	
Architectural style:	Victorian	
Typology:	Industrial ruin	
Assessed by:	Janine Barrand, Heritage Project Officer; revised 24/7/2024	
Peer reviewed by:	David Scott, Built Heritage Coordinator	



Figure 1: Location plan showing 40 Jendes Lane highlighted. Source: Places Weave Map View, 2023



Figure 1: Proposed Heritage Overlay Area. Source: Places Weave Nearmap, 2023.

STATEMENT OF SIGNIFICANCE

SIGNIFICANCE STATEMENT

The Australian Tannery complex are significant due to their association with owners Joseph and Sharp Brearley, Alexander Gray, owner of Albion Woollen Mills and architect and Surveyor Robert Smith Tuffs. (Criteria G & H).

WHAT IS SIGNIFICANT?

The Australian Tannery complex ruins at 40 Jendes Lane, Charlemont are of historical cultural significance as the site of the largest tannery operation in Australia. The significant features of the place include the physical evidence having the ability to demonstrate at least four major developmental phases in the evolution of Brearley Brothers Australian Tannery, including the sites of:

- the 1864/5 Tannery,
- the 1867 Drying Sheds,
- the 1869 East Wing addition to the Tannery, and
- the 1870s West Wing addition to the Tannery.

These include substantial brick and bluestone basement walls and foundations covering a site area of around 70 x 50m inclusive of up to150 tanning pits enclosed by walls several metres in height and ~600mm in width.

Whilst most of the collapsed rubble from the upper storeys of the tannery has been collected, there remains potential archaeological deposits within the footprint of the tannery having the potential to inform our understanding of C19th tannery operations. The research potential of the Australian Tannery ruins are recognised through their inclusion on the Victorian Heritage Inventory (H7721-0440).

The former Tannery Manager's Cottage ('Greenbanks') is excluded from this overlay. Whilst the earliest portion of it is associated with the tannery operation, it has been subject to extensive alterations and additions.

HOW IS IT SIGNIFICANT?

The Australian Tannery Ruins are of historical and scientific significance (Criteria A & C), and associative significance (Criteria & H) to the City of Greater Geelong, and potentially the State of Victoria in respect of Criteria A & C.

WHY IS IT SIGNIFICANT?

The Australian Tannery Ruins are historically significant for their ability to demonstrate the development of tanning and fellmongering within Australia during the second half of the 19th century; research to date indicating the Australian Tannery was the largest tannery operation in Australia. The Australian Tannery Ruins are of additional historical significance within Greater Geelong in demonstrating evidence of the largest remnant industrial site within Greater Geelong and the concentrated development of industrial activity along the Barwon River in the late 19th Century. (Criterion A)

The Australian Tannery Ruins possess one of the most extensive archaeological structural formations, and potential archaeological deposits within the footprint of the tannery, of 19th century tannery within Victoria,. These have the potential to make a substantial contribution to our understanding of 19th century tannery construction, operation, and workforces associated with a previous 1852 tannery on the site and the main 1860s-1900s tannery development that is evident today. Additional research potential is evidenced in the extensive contemporaneous newspaper accounts, illustrations, and photography. (Criterion C).

The Australian Tannery Ruins are significant for their association with Joseph and Sharp Brearley who industrialised their business by introducing the latest technology to the tannery operations improving working conditions and productivity. Joseph and Sharp Brearley were actively involved in Geelong Town Council and South Barwon Council as elected officials. The place is significant due its association with Alexander Gray, proprietor of Albion Woollen Mills who owned the Tannery. The Australian Tannery is significant due to its association with architect and Surveyor and Supervisor of Public Works, South Barwon Shire Council, Robert Smith Tuffs. Tuffs designed notable buildings and structures in Geelong including the drying shed and western and eastern wings of the Australian Tannery for the Brearley Brothers. (Criterion H)

WHO ARE THE TRADITIONAL OWNERS/REGISTERED ABORIGINAL PARTY FOR THIS PLACE?

The place is located on traditional land of the Wadawurrung people. The Registered Aboriginal Party (RAP) under the Aboriginal Heritage Act 2006 for this land is Wadawurrung Traditional Owner Aboriginal Corporation (WTOAC).

The southern bank of the Barwon River, inclusive of the entire area upon which the Australian Tannery complex was developed has been identified as an area of Aboriginal Cultural Sensitivity in ACHRIS.

In 1902 *Geelong Advertiser* reported that an Aboriginal skeleton was discovered at 'Green Banks' and taken into the possession of Senior Constable Arthur[1]. As human remains, such a site would possess high-level cultural values to the Wadawurrung traditional owners. However, there being several properties in the area with a name like 'Greenbank', it is unclear whether this discovery was in the vicinity of 40 Jendes Lane or elsewhere. Further investigation and consultation with Wadawurrung Traditional Owners Corporation is necessary to confirm any specific sites or cultural values at 40 Jendes Lane.



Figure 3: Zone of Aboriginal Cultural Sensitivity with 40 Jendes Lane highlighted. Source: Places Weave Map View, 2023

[1] 'Town Talk', *Geelong Advertiser*, Tuesday 25 February 1902.

HERITAGE PLACE ASSESSMENT

PHYSICAL DESCRIPTION

The Australian Tannery

The Australian Tannery Ruins are situated on the south bank of the Barwon River 2.5km downstream of Breakwater Bridge, on a lot of approximately 5.6ha.



Figure 4: Features Plan of Australian Tannery showing building sites with developmental phases coloured.
Source: Places Weave Nearmap 2022



Figure 5: Aerial view from north/river showing building sites labelled as per Features Plan.
Charles Pratt 1930. Source: State Library of Victoria

The former Tannery complex is situated on slightly elevated ground ~40m from the edge of the Barwon River. The main remains comprise brick and bluestone basement walls and foundations, and 150 tanning pits (presumably masonry lined with cement) tightly concentrated within an area of 70 x 50m. Outbuilding sites, some associated with the tannery, some probably with subsequent rural use, are spread across a wider area of 150 x 50m.

The main structural remains are associated with the following built developments:

- the 1864/5 Tannery,
- the 1867 Drying Sheds,
- the 1869 East Wing addition to the Tannery, and
- the 1870s West Wing addition to the Tannery.
  It may also include archaeological evidence of a previous c1852 Tannery.

A c1990 Stable was created by erecting a galvanised iron roof over four tanning pits that form the western wing; doorways were cut through the stone foundation to provide access into each of the four rooms.



Figure 6-10: Remnant bluestone ashlar walls with segmentally arched window and architectural remains.
Source: Jennifer Bantow, 2020

In the 1990s, descendants of the Brearly family removed the original foundation stone from the tannery. The owners later found a stone that appears to have been carved as a foundation stone, but due to a spelling error in the text carved, it

was discarded into a pile of rubble. It has since been repositioned as a garden ornament near the entry gate. This is not considered a significant object and is outside of the heritage overlay. (Figure 11).



Figure 11: Unused foundation stone with text error.
Source: Jennifer Bantow, 2020

'Greenbank' Residence (incorporating part of the former Manager's Cottage)

[Residence description is reliant on previous site visit data and information supplied by present owners.]

'Greenbank' comprises a masonry residence of approximately set amongst landscaped gardens with numerous mature trees and gravel pathways. The house was built in several stages, the earliest being the former Manager's Cottage at the north end, comprising four rooms that initially had a single-sided verandah with a concave iron roof and scalloped lintel beams. Historical sketches indicate the original portion was face brick with stone quoins and 6-pane windows.

A succession of later wings were added from the 1890s through to c1950s. The entire residence has been rendered and painted, the windows have been replaced and interior remodelled with art deco joinery c1930s. By the 1990s, the cottage was almost derelict. Extensive repairs and remodelling of exterior and interior were undertaken to make it habitable, including the provision of a wrap-around verandah in a flat roof with modern joinery and balustrading, new terracotta chimney pots, timber window shutters, driveway entry fence and gates, etc. The grounds and gardens were also totally reworked at this time.

Several outbuildings occur around a rear service courtyard, part of one dating from c19th, the hipped slate-roof structure on the north elevation appears to be an early kitchen or wash house. (Figure 14) Structures of late 20th Century origin include concrete block outbuildings around the service yard, a large iron shed and synthetic-surface horse riding arena east of the residence, and an excavated flat for a turf horse riding arena north of the residence.



Figure 12. 'Greenbank', west elevation (LH) David Scott, City of Greater Geelong, 2022



Fig 13. North elevation showing replacement c1990s wrap-around verandah, new chimney pots and garden plantings. Source: Jennifer Bantow, 2020.



Figure 14: Outbuilding attached to residence(early kitchen or washhouse), north elevation showing early-design 6-pane window sashes and 1990s shutters and modern roofing. Source: Jennifer Bantow, 2020

PLACE HISTORY

Contextual History[2]

The subject site occupies the traditional land of the Wadawurrung people.

Prior to European exploration and colonisation and for at least 45,000 years, the land now known as the City of Greater Geelong was the land of the Wadawurrung Aboriginal people. The name of this language group traditionally meant 'the people who belong to the water', in reference to the rivers, creeks, lagoons and other water sources within the Wadawurrung boundary.

The earliest European exploration of the Greater Geelong area was by sea with only occasional forays ashore, including Lieutenant John Murray in 1802, Captain Matthew Flinders in the same year, and both Charles Grimes, acting surveyor-general, and Lieutenant Tuckey in 1803. The next explorers, Hamilton Hume and William Hovell came overland from Lake George in New South Wales in 1824, then in 1835 John Batman carried out more exploration. European settlement began in June 1836 when settlers arrived from Launceston, Tasmania giving rise to the rapid pastoralisation of Greater Geelong during the 1830s and early 1840s.

The 1840s and early 1850s saw the creation of Geelong's first industries including flour mills, and limekilns, and secondary industries associated with sheep and cattle. The Barwon River between Marshall and Newtown provided a water supply and a conduit for the waste produced in each of these industries. The key establishments included boiling down works for the production of tallow (for making candles and soap); fellmongeries for the sale of sheep skins; tanneries (for manufacturing leather); and wool scourers (for the cleaning of wool).

From the beginning the Wadawurrung people were dispossessed of their traditional land use practices, food gathering and customs, and coupled with the introduction of European diseases, the local population of the Wadawurrung was decimated.

Thematic Place History

The subject site is part of Crown Allotment 8, Section VII Parish of Connewarre. County of Grant.

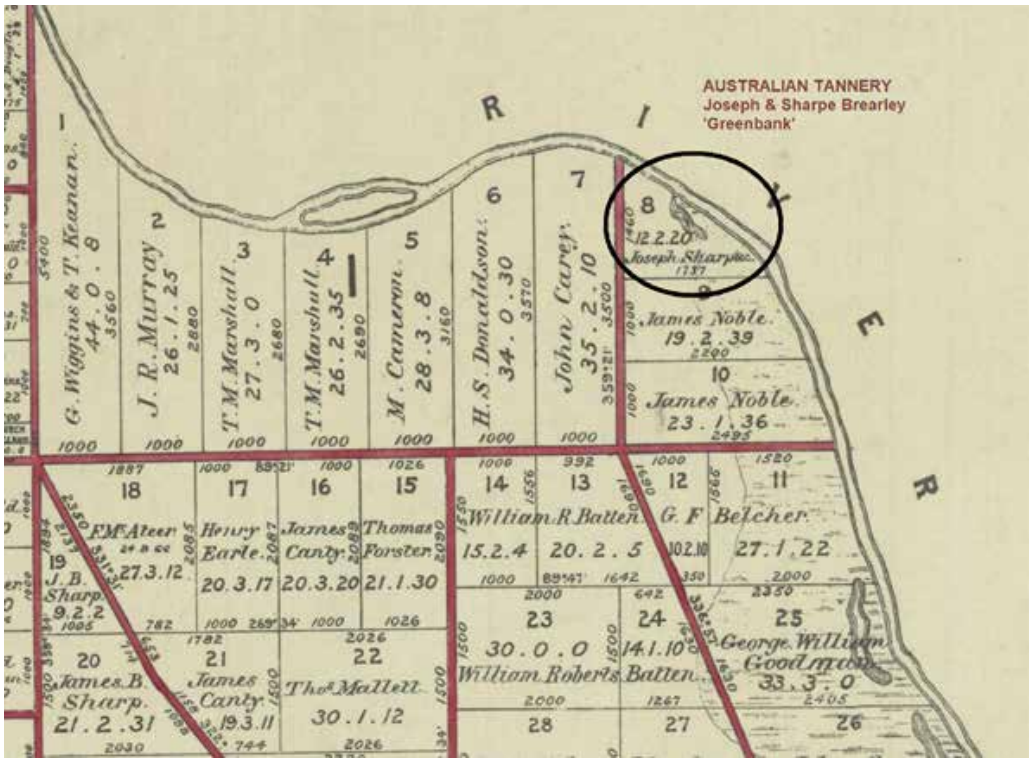


Figure 11: Connewarre County of Grant, Department of Lands and Survey, J. Noone, 1878
Public Record Office Victoria (VPRS8168)

[2] The Contextual History relating to 'Greenbank' has been drawn from Rowe, D., *About Corayo: A Thematic History of Geelong*, pages 67, 72-75 and 81.

The main themes relating to the Australian Tannery, referring to Heritage Victoria's *Framework of Historical Themes* (2010), are:

Transformation of Breakwater, Connewarre, and Marshalltown (Historic Themes 5 & 6)

Once known by Europeans as Breakwater and Connewarre, and Marshalltown, this locality was an important industrial area from the mid-19th century given its proximity to the Barwon River. It was here that there were several tanneries including Australian Tannery, Victoria Tannery, and Bone Mill, and Barwonside Woolscouring and Fellmongery Works. In 1890 Marshall had a population of 225. By 1929 the tanneries were closed, ending Marshall's association with the industry.

From 1886 the area had been served by a railway siding which was first known as Connewarre but was renamed Marshall in 1907 - it closed in 1964. There had also been a branch line to serve the neighbouring Geelong Racecourse from 1878 to 1906 when the course was shifted to its present site. The branch railway was then dismantled in 1909 and the racecourse land was handed over to the Geelong Harbor Trust, formed in 1905, which developed it as Sparrovale Farm.

In 1912 a temporary pipe factory was established at Marshall for the manufacture of ovoid reinforced concrete pipes used in the major ocean outfall scheme of the Geelong Waterworks and Sewerage Trust. An aqueduct of similar inventive construction by E.G. Stone and E.J. Siddeley was also built over the Barwon River at Marshall at this time.

In recent years, parts of Marshall have witnessed substantial suburban residential development and the construction of a railway station off Marshalltown Road which opened in 2004. In May 2008, the City of Greater Geelong adopted the Armstrong Creek Urban Growth Plan. Amended in 2010, this Plan provided a framework for the major transformation of parts of Marshall, Connewarre, and Mount Duneed into Greater Geelong's first and largest master planned residential community.[3]

The land appears to have been first owned by Thomas Mulcaster Marshall (1790-1866) in c.1855. Marshall, a Geelong wool merchant, and land commission agent had taken up several large allotments on the south side of the bank of the Barwon River below the Breakwater where he ran sheep before selling the land to Alfred Douglass.

Joseph and Sharp Brearley & The Australian Tannery (Historic Themes 4, 5, 6 & 7)

Joseph Brearley (1923-1911) and Sharp Brearley (1827-1905) arrived in Geelong in 1848 where they were employed as hired labour. They had come to Australia on the Anna Maria, transported as convicts as part of a scheme to fill gaps in the labour market.[4]

By 1852 the Brearley Brothers had established a tannery business which comprised a four roomed two storey building, five-stall stable with loft and a leather and bark mill. A brick residence was also built which was occupied by James Jackson (c.1838-1900), the nephew of Joseph and Sharp Brearley who had arrived from England to be installed as manager in 1865.



Figure 12: Laying the foundation stone for the eastern wing, Brearley Brothers Tannery, 1869 (believed to be)
Laid by Thomas Adcock, Mayor of the Borough of South Barwon
Illustrated Australian news for home readers, Melbourne, September 1870. Collection: Geelong Heritage Centre

[3] Ibid. pages 778 – 780.

[4] Op cit. Rowe, D., page 492.

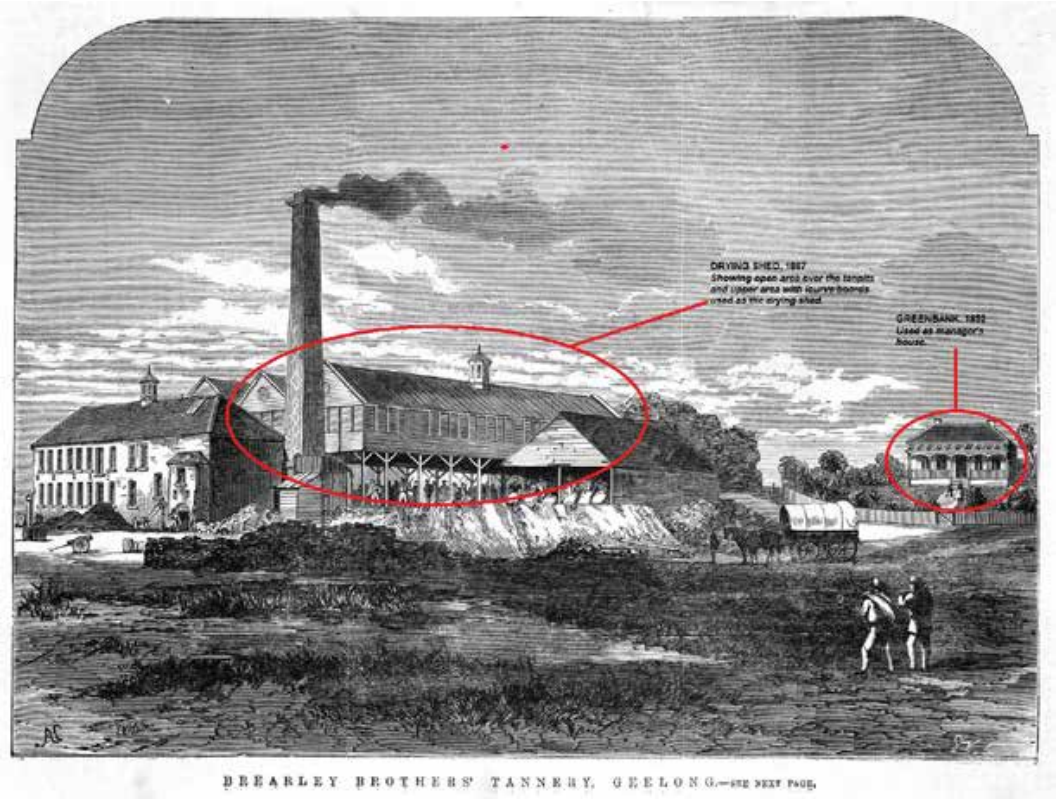


Figure 13: *The illustrated Australian news for home readers*, Melbourne, January 4, 1869
Collection: State Library of Victoria

Over the next 22 years Brearley brothers were at the forefront of the industrial revolution in Geelong, while improving conditions for their workers. The scale of their operations was vast. By 1870 they were paying £10,000 per annum in wages, and the stock of hides estimated at £11,000 or £12,000 and investment in improvements estimated at £6000 or £7000[5].

The 1860s saw rapid expansion of The Australian Tannery by its 'spirited proprietors'.[6] After the original two-storey brick building was destroyed by fire in 1864, the '" Phoenix like" Brearley Bros., rose again and again, and year by year so added to their tannery that in the present day it is justly called "The Australian Tannery" being the largest establishment of its kind in the southern hemisphere.'[7]

Brearley's Tannery was seen as a local landmark as early as 1862. On Champion Day racegoers were directed to 'look to the south-west and the tall recently built brick chimney of Brearley's tannery will be conspicuously seen – there is no other chimney near it.'[8]

By this time the Brearley brothers were notable for their involvement in community affairs. Joseph Brearley was elected as a member of the Geelong Town Council from 1864 to 1866. Sharp Brearley served as a South Barwon Councillor from 1863 until 1868 and was mayor of the shire from 1864 to 1866.

In 1867 the Brearley Brothers erected 'one of the most, if not the most extensive drying shed in the colony'[9]. The shed measured 98 feet 6 inches in length by 64 in breadth. Built from plans by Robert Smith Tuffs (1828-1890), the new facility enabled men to work more comfortably as well as increasing the power of supply. The drying shed was built by Samuel and William Fagg who had established the Barwon West Timber Yard at South Geelong.

The same year Joseph Brearley visited Europe to inspect leading tanneries and following a visit to the Joppa Tannery in Leeds introduced a rolling machine which improved the appearance of leather. Driven by a steam engine, it was estimated that workers would be able to turn out two hides a minute.

[5] *Illustrated Australian news for home readers*, 10 September 1870
[6] 'The Australian Tannery', *Geelong Advertiser*, Monday 8 July 1867
[7] 'The Australian Tannery', *Geelong Advertiser*, Friday 17 May 1872
[8] 'Current Topics', *Geelong Advertiser*, Tuesday 30 September 1862
[9] *Geelong Advertiser*, Monday 8 July 1867

The Australian Tannery featured an Eastern and Western Wing, the space of 103' between the wings filled in by the original tannery and new engine house, the whole length being surmounted by a 'tasteful parapet' and completing the picture as viewed from the Barwon River. 'it is agreeably relieved by numerous breaks, panels, reveals, arches, &c., and also with a judicious mixture of Connewarre dressed bluestone'[10].



Figure 14: 'The Australian Tannery in the time of the Brearley Brothers', ND
Collection: State Library of Victoria, James Miller & Company Archive

The new wings were each 60' wide and designed by architect Robert Smith Tuffs. In 1869 the Eastern Wing, built of stone and brick, measured 146' long and 60' deep, and was described as 'a most substantial pile, the basement being as strong as many fortifications, and, perhaps stronger than that at Queenscliffe.'[11]

End of Brearley Brothers ownership & other owners of Australian Tannery (Historic Theme 4, 5 & 7)

Sharp Brearley retired from the Australian Tannery in 1875 to commence a new career as a pastoralist and by December 1877 the partnership of Joseph and Sharp Brearley in the Australian Tannery was dissolved. Sharp Brearley established the Corio Tannery at Western Beach in 1881 which was managed by his son, George Brearley.

In c.1881 the Australian Tannery and the Corio Tannery were merged into the Brearley Brothers Tannery Company overseen by a board of directors with several shareholders. This led to an eventual falling out with Sharp Brearley who left the Company[12], at his departure for Europe recording that '…he had been for the last 16 months connected with the Brearley Bros, Tannery Co at Geelong. This had been a very unpleasant time for him, and he considered that the company had done him a very great injustice.'[13]

Some years later the Brearley Brothers Tannery Company passed into liquidation. The Brearley Brothers has taken a large share interest in the company and lost most of their money.

Sharp Brearley continued as a South Barwon Councillor from 1879 until 1881 and from 1887 to 1891.

[10] Ibid Geelong Advertiser, Friday 17 May 1872
[11] 'Messrs. Brearley Bros. New Tannery, Geelong', *Illustrated Adelaide Post*, Thursday 6 October 1870
[12] 'Brearley Brothers Tannery Company', *Geelong Advertiser,* Saturday 31 May 1884
[13] 'Mr Sharp Brearley's Departure for Europe', *Geelong Advertiser*, Friday 28 March 1884



Figure 15: Sharpe Brearley, c1896. Photo: G L Massingham. Source: Geelong Heritage Centre

In 1884 Alexander Gray (1826-1913), owner of the Albion Woollen Mills, purchased the Australian Tannery. Gray installed managers who most likely resided in the Manager's Cottage – now known as 'Greenbank' - the longest serving being William E. Whalley from c.1887 to his retirement in 1916. Whalley '…considered for sobriety, industry and intelligence, there is no body of men in the Commonwealth who could surpass the employees of the Australian Tannery Co.'[14]

By 1928-29, the former Australian Tannery property was in the hands of Michaelis Hallenstein Pty Ltd, tanners and curriers who also operated a large establishment in Footscray.



Figure 17: Brearley's Tannery, early-mid 1930s (pre-1936 fire in Drying Sheds at right)
Photographer: C. Fox, Geelong. Source: State Library of Victoria

In 1939 the 'old' Australian Tannery and land was sold at auction. It was reported that 'The three-storied brick building was sold for removal, and all other buildings and machinery were sold.' All of the brickwork above the stone foundation level appears to have been dismantled and sold. The former Manager's Cottage 'Greenbank', on a house block of 14 acres, was also sold.[15]

[14] 'Country News – Marshalltown', *Geelong Advertiser*, Tuesday 21 March 1916.
[15] 'Geelong Property Sale', *The Age*, Melbourne, Saturday 28 October 1939



Figure 16: Aerial view of derelict former Australian Tannery, probably late 1930s (post-1936 fire in Drying Sheds)
Photo: Charles Pratt. Source: State Library of Victoria



Figure 18: Geelong Historical Society Members at Brearley's Tannery, c.1950. Original foundation stone, removed c1990
Source: Geelong Heritage Centre

INTEGRITY & CONDITION

The Australian Tannery ruin comprises the lowermost floor level of a substantial masonry complex. Overall the complex has to be considered to be in a partially intact state and in fair condition. However the integrity is enhanced by the

lowermost floor level including the order of 150 tannery pit formations – which are one of the most significant industrial processing components of the site.

The associated buildings including the Greenbanks residence and outbuildings are excluded from the heritage overlay on the basis they are highly modified and/or are substantially comprised of later additions and alterations.

COMPARATIVE ANALYSIS

Historically, Crown Land sales at Marshall (including the area now known as Charlemont) in the 1850s and 1860s brought about the creation of a number of farms for grazing and pasture as well as properties associated with tanning and other industries beside the Barwon River.

Tannery and woolscouring operations extended along the Barwon River from Marshall to Newtown. Surviving industrial heritage sites include 'Barwonside', 1860-1926c, 81-87 Tannery Road (VHI H7721-0440); Former Marshall-Munday Woolscour, 1847, 77 Woolscour Lane, Charlemont (VHI H1146); Sunnyside Wool Scouring Works, 1867-1960c, 76-78 Tucker Street, Breakwater (VHR H1146); Marnock Geelong (Former Phoenix Wool Scouring Works), 1918c, 55 Marnock / Riversdale Roads, Newtown (HO1334); and E.P. Robinson Wool Scourer, 1920c, 13 Bridge Street, Newtown (HO1247).

Archaeological Comparisons

Apart from Debney's Tannery in Flemington and Grosvenor Street Tannery in Abbotsford, no other archaeological investigations of tanneries are known to have been carried out in Victoria. Therefore, there is no comparative data which would assist with the present site. In this way 'Barwonside' Fellmongery and Tannery is unique.

Other Mid-19th and Early 20th Century Tannery Sites - Melbourne and Regional Victoria

By 1900 there were nearly 60 tanneries in Melbourne concentrated in a few locations, particularly in Richmond near the Yarra, and in Clifton Hill, Preston, Northcote, Footscray, Hawthorn, and Flemington. Tanneries were also located in regional Victoria including in Gippsland, Southern Grampians, and around Castlemaine and Bendigo.

While the Tannery (former) in Cavendish established in 1864 dates from the same period as 'Barwonside', initial research did not reveal further evidence of other extant archaeological sites from the mid-19th Century. A timber framed and clad building used by McCall's Tannery in Yarraville dates from 1870c and in Northcote a 1900 warehouse building survives from Joshua Pitt PL Tannery. The Richmond Tannery Precinct,1871 demonstrates the development of working-class housing adjacent to industrial sites.

Other Mid-19th Century and Early 20th Century Factory Sites at Marshall (now also known as Charlemont), Waurn Ponds and East Geelong

There are three extant sites related to tannery operations in Charlemont: 'Barwonside' Tannery, 81-87 Tannery Road, Charlemont; Former Marshall-Munday Woolscour, 77 Woolscour Lane, Charlemont; and the subject site, 'Greenbank' and the Australian Tannery.

The former Cement Pipe Factory Ruins located at 1 Drews Road, Marshall provides further evidence of the area's industrial past.

The extent and significance of the Australian Tannery ruins as an industrial site are comparable to the Lime Kiln Complex located on Hearn Parade & Limeburner's Road, East Geelong and Lime Burning Kiln on Princes Highway and 110 Lemins Road (rear), Waurn Ponds.



'Barwonside' tannery ruins, 2010. Source: Nearmap.

'Barwonside' tannery ruins, 1860c
VHI H7721-0440
81-87 Tannery Road, Charlemont
The archaeological remains of Barwon Tannery, a major industrial site on the banks of the Barwon River. The tannery was substantially demolished and removed by the early 20th century. The potential for the site to yield artefactual material and further evidence of operations needs to be confirmed through archaeological survey and/or discussion with the owner.

This place is currently not on the HO but is being considered for inclusion.



Lime Kiln showing arched entrance
Source: Heritage Victoria Database

Lime Kiln Complex, 1860s-1970s
VHR H1288 I HO191
The site consists of the visible ruined remains of lime kilns, footings of the power magazine and archaeological relics. The complex is of archaeological and historical significance to the State of Victoria.



Lime Burning Kiln
Source: David Scott, City of Greater Geelong 2022

Lime Burning Kiln, 1881c
Princes Highway and 110 Lemins Road (rear), Waurn Ponds
HO377 I VHR H0866
Associated with McCann and Sons a notable family who played a significant role in quarrying and limeburning. The Kiln is an important surviving relatively intact industrial structure and is of archeological and historical significance to the State of Victoria.

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CITY OF GREATER GEELONG

LOCATION DETAILS & HERITAGE OVERLAY

Revised 7 July 2024

Heritage Place:	**Homestead**	**UPI:**
Address:	35-39 Lemins Road, Waurn Ponds	
Traditional Owners:	Wadawurrung Traditional Owner Aboriginal Corporation	
Significant date range:	c.1860 – c.1900	
Architectural style:	Victorian Vernacular	
Typology:	Residential building, semi-rural	
Assessed by:	Janine Barrand, Heritage Project Officer	
Peer reviewed by:	David Scott, Built Heritage Coordinator	



Figure 1: Proposed Heritage Overlay Area outlined in red. Source: Places Weave, 2024.



Figure 2: Location site of subject dwelling. Source: Places Weave Map View, 2023

STATEMENT OF SIGNIFICANCE

SIGNIFICANCE STATEMENT

The dwelling at 35 Lemins Road, Waurn Ponds is aesthetically significant as it demonstrates important design qualities of the Victorian Vernacular style, including original materials, original chimneys and verandah structure and mature exotic trees. The large palm trees are particularly noteworthy (Criterion E). The dwelling has historical significance for its association with significant phases of early immigration and farming in the area (Criterion A). The place is socially significant due to its association with farmer, preacher and politician John Lowe and grazier and publican Charles Simmons. (Criterion H).

WHAT IS SIGNIFICANT?

The dwelling at 35-39 Lemins Road, Waurn Ponds is a single storey, M-shaped roofed, rendered brick dwelling in the Victorian Vernacular style.

The significant features of the place are:

- The original c.1860 homestead incorporating an M-shaped roof clad in slate, complemented by a an early twentieth century double hipped extension to the rear roofed in corrugated iron.
- The symmetrical design emphasized by the centrally placed front door and double hung windows either side.
- Timber fretwork dating from the c.1900 renovation.
- Two Canary Island Palms.
- Viewscapes from the front of the dwelling to Lemins Road.

Features that are not significant are:

- Modern outbuildings.
- Dilapidated and collapsing verandah rear/southern additions to dwelling.
- Front fence along Lemins Road.

HOW IS IT SIGNIFICANT?

The dwelling is of aesthetic significance (Criterion E), and historical and associative significance (Criteria A & H) to the City of Greater Geelong.

WHY IS IT SIGNIFICANT?

The dwelling is significant as a rare and substantial Victorian rendered brick homestead complemented by early twentieth additions retaining which reinforce the original style and retain the original attractive streetscape presence and garden setting. The homestead's setback from the fence line and Lemins Road and established tree plantings contribute to its continued association with farming and agriculture (Criterion E).

The homestead is historically significant for the association, through its owners, the sequence of European migration from England, Switzerland, and Germany and impact of migration on the establishment of agriculture, grazing and winemaking in the district. It also significant for its association with relatively rare Victorian period property ownership by women through Zipporah Tribolet (nee Simmons) and German immigrant Anna Rosina Hermann (Criterion A).

The homestead is significant for its historical association with a number of persons who were prominent public figures in the history of the City. It was first owned by the Hon. John Lowe who was a lay preacher, Geelong Councillor and Member of the Legislative Council of Victoria. It was subsequently owned by Charles and Sarah Simmons. Simmons was the publican of the Waurn Ponds Inn and served on the Board of National School at Waurn Ponds (Criterion H).

WHO ARE THE TRADITIONAL OWNERS/REGISTERED ABORIGINAL PARTY FOR THIS PLACE?

The place is located on traditional land of the Wadawurrung people. The Registered Aboriginal Party (RAP) under the Aboriginal Heritage Act 2006 for this land is Wadawurrung Traditional Owner Aboriginal Corporation (WTOAC).

HERITAGE PLACE ASSESSMENT

PHYSICAL DESCRIPTION

The dwelling is located on a rural residential block on a rectangular site on Lemins Road. The current parcel of land is 1.39ha.

The single storey homestead has an M-shaped roof clad in slates on the front, with the rear wings appearing to be clad in corrugated iron. The building appears to be rendered in brick or stone. Alterations may have occurred about the 1900 when a bull-nose verandah may have been erected around three sides. The timber fretwork and palm trees are also more characteristic of the fashion at that time. The symmetrical design is emphasised by the centrally placed front door with double-hung timber windows either side.



Figure 3: Front façade showing M-shaped roof, bullnose verandah and Canary Island Palms
Source: David Scott, City of Greater Geelong, 2022.



Figure 4: West elevation
Source: David Scott, City of Greater Geelong, 2022.

PLACE HISTORY

Contextual History[1]

The subject site occupies the traditional land of the Wadawurrung people.

Prior to European exploration and colonisation and for at least 45,000 years, the land now known as the City of Greater Geelong was the land of the Wadawurrung Aboriginal people. The name of this language group traditionally meant 'the people who belong to the water', in reference to the rivers, creeks, lagoons and other water sources within the Wadawurrung boundary.

The earliest European exploration of the Greater Geelong area was by sea with only occasional forays ashore, including Lieutenant John Murray in 1802, Captain Matthew Flinders in the same year, and both Charles Grimes, acting surveyor-general, and Lieutenant Tuckey in 1803. The next explorers, Hamilton Hume and William Hovell came overland from Lake George in New South Wales in 1824, then in 1835 John Batman carried out more exploration. European settlement began in June 1836 when settlers arrived from Launceston, Tasmania giving rise to the rapid pastoralisation of Greater Geelong during the 1830s and early 1840s.

From the beginning the Wadawurrung people were dispossessed of their traditional land use practices, food gathering and customs, and coupled with the introduction of European diseases, the local population of the Wadawurrung was decimated.

[1] The Contextual History has been drawn from Rowe, D., About Corayo: A Thematic History of Greater Geelong, City of Greater Geelong, 2021. Pages 67, 72-75, and 81.

Thematic Place History

The subject site is part of Crown Allotment 8 Section IX Parish of Duneed, County of Grant.

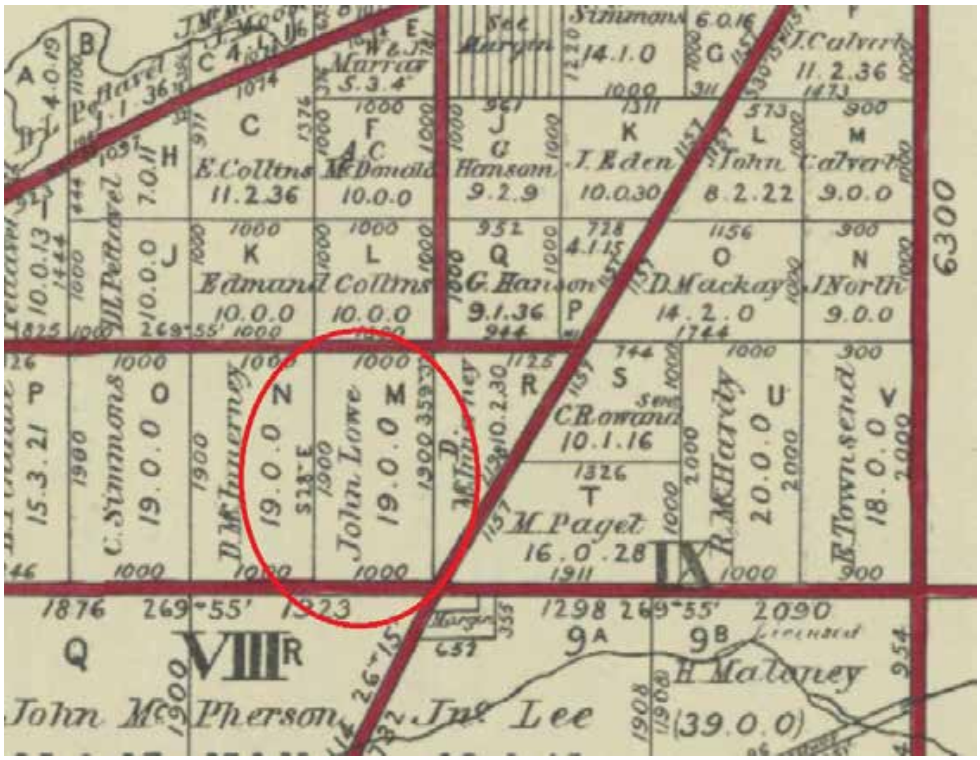


Figure 5: Location of subject site. Parish of Duneed.
Source: VPRS 8398/P0002, ND, Public Records Office Victoria

The main themes relating to the dwelling, referring to Heritage Victoria's *Framework of Historical Themes* (2010), are:

Development of Waurn Ponds as a settlement (Historic Theme 6)

The earliest European occupation of Waurn Ponds was the establishment of an inn by Martin Priest on the north bank of the Waurn Ponds Creek in 1846. Further European development came in 1848 when David Pettavel, a pioneer vigneron, established the Victorian Vineyard.

In 1886 Waurn Ponds was described as a prettily situated postal township with one church and one state school. Up to 1880 it had been sustained by the viticulture industry however the other industry which maintained commercial viability at Waurn Ponds was quarrying.

While Waurn Ponds remained a farming area throughout the first half of the 20th century, the beginnings of major transformation into a suburb of Geelong began with the educational developments in Pigdons Road. By 2016, Waurn Ponds had experienced substantial change, with the construction of the Geelong Ring Road, major shopping centres and hundreds of dwellings constructed following numerous subdivisions of previous rural allotments.[2]

Ownership by John and Ellen Lowe (Historic Themes 4 & 7)

The land was originally owned by John Lowe (1813-1867) and Ellen Lowe (1810-1876), both born in Cheshire, England, who migrated with their family via assisted passage on the Nabob arriving in Sydney in 1842. The family settled in Geelong in 1853, with the dwelling most likely constructed in 1858/59.

Lowe was a butcher in Moorabool Street before forming the partnership of Lowe and McKenzie (Duncan McKenzie, his son-in-law) in c.1857. The pair bred sheep, pigs and fat stock winning prizes for the quality of their stock.[3] In 1862, Lowe won first prize for 'Best Ploughed Land' at the Barrabool Hills Annual Ploughing Match.[4] By 1866, John

[2] Ibid, Rowe, D., pages 834-835.
[3] *Victorian Agricultural and Horticultural Gazette*, Vol 2 – No. XX, 21 October 1858
[4] 'Geelong (From our own Correspondent)', *The Argus*, 12 July 1862.

Lowe owned 500 acres purchased in small lots following the sale of Anne Drysdale and Caroline Newcomb's estate, "Coriyule".[5]

John Lowe was a local preacher, trustee and steward of the Yarra Street Wesleyan Church, Geelong and travelled as a lay preacher. Active in the community, Lowe was a Geelong Councillor between 1855 and 1863, a member of the Barrabool Road Board in 1861[6] and Member of the Legislative Council representing the South-Western Province from 1864 to his death in 1867.[7] "His career in Geelong is so well known that little need be said. A foremost man amongst us, the name of John Lowe has been a household word for many a year past."[8]

On his death a tribute described John Lowe as "a self-made man, and herein lay the secret of his worldly success. He was valiantly moral, and profoundly imbued with the truths of religion, and…. its obligations."[9]

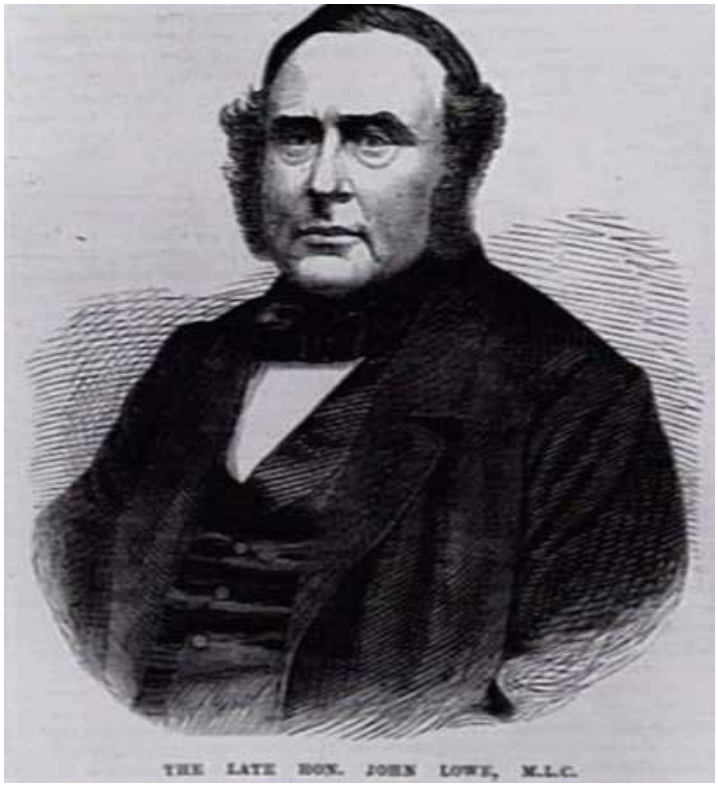


Figure 6: John Lowe, MLC
The Illustrated Melbourne Post, February 25, 1866
Source: State Library of Victoria. Acc. No. IMP25/02/67/24

[5] 'The Hon. John Lowe's Grazing Farm (From *The Australasian*), *Border Watch*, Mt Gambier, 14 November 1866.
[6] 'Barrabool Road Board', *Geelong Advertiser*, 14 March 1861.

[7] 'Mr John Lowe of Colac', *Geelong Advertiser*, 17 September 1864.

[8] 'The Late Honourable John Lowe, M.L.C (From the *Geelong Register*).", *Portland Guardian and Normanby General Advertiser*, 31 January 1867.

[9] 'The Late Hon. John Lowe MLC*", Geelong Advertiser*, 21 January 1867.

Ownership by Charles and Sarah Simmons (Historic Themes 4 & 5)

Grazier and publican Charles Simmons (1814-1894) and Sarah Simmons (nee Carter), both born in Norfolk, England purchased the property from Stephen and Ellen Berry in 1865. Simmons was the publican of the nearby Waurn Ponds Inn from 1859 to 1876 and was described as a 'respectable' and 'well-known' colonist[10] serving on the Board of Local Patrons of the non-vested National School at Waurn Ponds.

During the time that Charles and Sarah Simmons owned the property, it was occupied by their son, farmer John Simmons from 1871-1875, and then their daughter Zipporah (1842-1898) and her husband, farmer James Francis Tribolet (1833-1899) from 1879 before it was sold to Zipporah in 1889. Tribolet was born in Bern, Switzerland, likely one of the group of 25 Swiss vignerons brought to the Barrabool Hills by David Louis Pettavel in 1864.[11]

Farming and immigration to Greater Geelong: 19th Century (Historic Themes 2 & 4)

In 1897 Anna Rosina Hermann (b 1832) purchased the homestead and land from Zipporah Tribolet. Anna Hermann and her husband Johann Gottlieb Hermann (1831-1913) were both born in Germany and married in Victoria. The Hermann's extended the homestead in 1900c, planting the Canary Island date palms. German immigrants had arrived in Geelong in 1949, several establishing vineyards, turning to orchards and vegetable growing after the devastation of the phylloxera vastrix on the industry.

By 1909 the property had been sold to James Bryan and was listed for sale by his estate in 1915 described as '...well improved, with 7-roomed BRICK HOUSE, dairy, U.G. Tank, 4 stalled stable, bricked cow bails, cart sheds, tool sheds, well sheltered by plantation, and commands magnificent views: divided into 7 paddocks.'[12]

INTEGRITY

The homestead has high integrity retaining its form, design, and completeness. Alterations may have occurred around 1900 when the homestead was extended at the rear to match the original 1850s-1860s form. This is based on the chimney, multi-paned windows, and the decorative scalloped timber eaves fascia detail.[13] The bullnose-veranda may have been erected around three sides at this time, and Canary Island Palms planted at the front of the homestead.

The condition of the homestead including its physical appearance, and structural quality is good with no obvious deterioration. A site visit is required to conduct a more detailed assessment including inspecting the site for any surviving outbuildings.

[10] 'The Will of Charles Simmons of Waurn Ponds', *Geelong Advertiser,* 13 February 1894.

[11] Op cit., Rowe, page 106.

[12] 'Waurn Ponds Property', *Geelong Advertiser*, 11 September 1915.

[13] Rowe, D., Authentic Heritage Services Pty Ltd, Research Notes for 35 Lemins Road.

COMPARATIVE ANALYSIS



'Claremont', 1857
Source: David Scott, City of Greater Geelong, 2020.

'Claremont', 1857
12-16 Kinsmead Street, Waurn Ponds
HO2022
Claremont has associations with crop farming and vine and fruit growing in Waurn Ponds and the Barrabool Hills. It is one of the very rare surviving, intact Victorian dwellings at Waurn Ponds built in the 1850s. Claremont is a representative example of Victorian Georgian type in Geelong. It has enduring associations with the Baum family from 1894 for over 116 years.



'Neuchatel', 1860
Source: Victorian Heritage Database Report, 2008

'Neuchatel' (former Suisse Vineyard)
460 Merrawap Road, Barrabool
HO11
Built in 1854c for Frederick Ulysses Breguet whose family were pioneer vignerons in the Barrabool Hills. The modest, hipped roof Barrabool stone dwelling has a cellar and timber additions constructed in 1880. There are also stables and coach house outbuildings. Nuechatel has significance for its evolved construction. The bullnosed verandah has been introduced.

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Rowe, D., Authentic Heritage Services Pty Ltd, Research Notes for 35 Lemins Road

'The Will of Charles Simmons of Waurn Ponds', *Geelong Advertiser*, 13 February 1984

'Waurn Ponds Property', *Geelong Advertiser*, 11 September 1915

'Waurn Ponds Property', *Geelong Advertiser*, 30 September 1915

SCOPE TO ASSESSMENT

1. The historical notes provided for this assessment are not considered to be an exhaustive history of the site.

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CITY OF GREATER GEELONG

LOCATION DETAILS & HERITAGE OVERLAY

Heritage Place:	**Vineyard Outbuilding**	**UPI:**
Address:	10 Lemins Road, Waurn Ponds	
Traditional Owners:	Wadawurrung Traditional Owner Aboriginal Corporation	
Significant date range:	1860c	
Architectural style:	Vernacular	
Typology:	Building I Agricultural	
Assessed by:	Janine Barrand, Heritage Project Officer	
Peer reviewed by:	David Scott, Built Heritage Coordinator	



Figure 1: Proposed Heritage Overlay Area. Source: Places Weave Nearmap, 2023.

Small part of Lot/Parcel, 10 Lemins Road, Waurn Ponds. Property Key 219865. Nominal 36 x 19.5m area encompassing 3m buffer to sides and rear of outbuilding and rear of outbuilding and sightline/view of outbuilding from Pagets Road.



Figure 2: Location site of subject place. Source: Places Weave Map View, 2023

STATEMENT OF SIGNIFICANCE

SIGNIFICANCE STATEMENT

The Vineyard Outbuilding is of historical significance (Criterion A) for its association with phases of early immigration, settlement, and wine production in the diverse cultural and economic evolution of the community of the area. The outbuilding is significant for its association with vigneron George Hanson. (Criterion H)

The site may also have archaeological research potential for its use in the early agricultural and wine making activities of the area. It also demonstrates important information about construction methods and materials rarely used today. (Criterion C)

WHAT IS SIGNIFICANT?

The Vineyard Outbuilding at 10 Lemins Road, Waurn Ponds is a large gable roof structure made of coursed random rubble bluestone built in 1860c. The significant features of the place are:

- Substantial simple rectilinear form
- Gable roof clad in galvanised corrugated iron
- Course random rubble bluestone wall construction to full height on gable ends

Features that are not of significance are:

- Landscaping including trees, hedges, and fences.

Large opening on east side might be a significant original feature (subject to confirmation onsite) but is more likely a mid-20th century modification to allow vehicle access.

HOW IS IT SIGNIFICANT?

The Vineyard Outbuilding is of historical significance (Criterion A), associative significance (Criterion H) and of research potential (Criterion C) to the City of Greater Geelong.

WHY IS IT SIGNIFICANT?

Vineyards and winemaking continue to be an important part of Geelong's regional industry. Dating from 1860c the bluestone outbuilding is significant for its association with early development of the vineyard growing period between the 1840s and 1870s. As a rare surviving place associated with both those phases, the Vineyard Outbuilding's substantial size and bluestone construction demonstrates the perceived permanence and economic importance of the industry at that time. The outbuilding retains additional importance in reflecting an industry that has substantially expanded east across the Bellarine Peninsula and continues to have a major socio-economic influence upon the City. (Criterion A).

The subject place is one of only two known surviving outbuildings associated with vineyards in Waurn Ponds. It is significant due to its ability to demonstrate early random rubble stone construction techniques and potential for research into the early history of vineyards. (Criterion C).

The Vineyard Outbuilding is significant for its association with European migration during the nineteenth century, its owner/builder, George Hanson being one of those migrants who helped establish and develop the vineyard and winemaking industry. (Criterion H).

WHO ARE THE TRADITIONAL OWNERS/REGISTERED ABORIGINAL PARTY FOR THIS PLACE?

The place is located on traditional land of the Wadawurrung people. The Registered Aboriginal Party (RAP) under the Aboriginal Heritage Act 2006 for this land is Wadawurrung Traditional Owner Aboriginal Corporation (WTOAC).

HERITAGE PLACE ASSESSMENT

PHYSICAL DESCRIPTION

The Vineyard Outbuilding is located on an oblong semi-rural site on the corner of Lemins and Paget Roads, Waurn Ponds.

The place has been subdivided since the *City of Greater Geelong Outer Areas Heritage Study: Stage 2* 1998-2000 and is situated within the context of a contemporary residence. The current parcel of land is 1.58ha.

The large gabled roofed rectangular structure is made of coursed random rubble stone, including the gable ends, measuring approximately 13.5 x 8.4m. The stone was sourced locally. It stands in a landscaped garden setting.

There are cypress trees and gardens between the outbuilding and road, the later homestead dwelling is situated immediately to the northeast and a shed constructed c2000s-2010s adjoins the southwest.



Figure 3: East elevation showing the outbuilding within contemporary landscape setting.
Source: David Scott, City of Greater Geelong, 2022



Figure 4: East elevation showing coursed random rubble stone, and gable roof form.
Source: David Scott, City of Greater Geelong, 2022

PLACE HISTORY

Contextual History[1]

The subject site occupies the traditional land of the Wadawurrung people.

Prior to European exploration and colonisation and for at least 45,000 years, the land now known as the City of Greater Geelong was the land of the Wadawurrung Aboriginal people. The name of this language group traditionally meant 'the people who belong to the water', in reference to the rivers, creeks, lagoons and other water sources within the Wadawurrung boundary.

The earliest European exploration of the Greater Geelong area was by sea with only occasional forays ashore, including Lieutenant John Murray in 1802, Captain Matthew Flinders in the same year, and both Charles Grimes, acting surveyor-general, and Lieutenant Tuckey in 1803. The next explorers, Hamilton Hume and William Hovell came overland from Lake George in New South Wales in 1824, then in 1835 John Batman carried out more exploration. European settlement began in June 1836 when settlers arrived from Launceston, Tasmania giving rise to the rapid pastoralisation of Greater Geelong during the 1830s and early 1840s.

From the beginning the Wadawurrung people were dispossessed of their traditional land use practices, food gathering and customs, and coupled with the introduction of European diseases, the local population of the Wadawurrung was decimated.

[1] The Contextual History has been drawn from Rowe, D., *About Corayo: A Thematic History of Greater Geelong*, City of Greater Geelong, 2021. Pages 67, 72-75 and 81.

Thematic Place History

The subject site is part of Crown Allotments Q & P, Section VIII, Parish of Duneed, County of Grant.

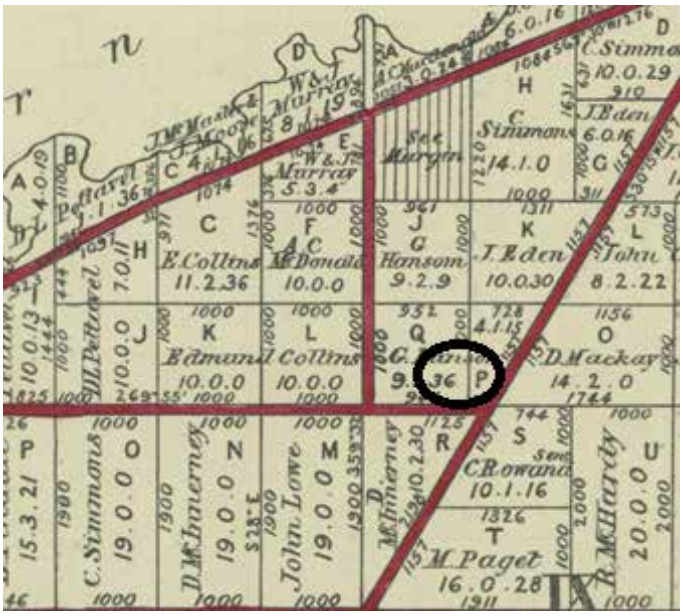


Figure 5: Location of outbuilding. Parish of Duneed
Source: VPRS 8168/P0002, ND, Public Records Office Victoria

The main themes relating to the bluestone outbuilding, referring to Heritage Victoria's *Framework of Historical Themes* (2010), are:

Development of Waurn Ponds as a settlement (Historic Theme 6)

The earliest European occupation of Waurn Ponds was the establishment of an inn by Martin Priest on the north bank of the Waurn Ponds Creek in 1846. Further European development came in 1848 when David Pettavel, a pioneer vigneron, established the Victoria Vineyard.

In 1886 Waurn Ponds was described as a prettily situated postal township with one church and one state school. Up to 1880 it had been sustained by the viticulture industry however the other industry which maintained commercial viability at Waurn Ponds was quarrying.

While Waurn Ponds remained a farming area throughout the first half of the 20th century, the beginnings of major transformation into a suburb of Geelong began with the educational developments in Pigdons Road. By 2016, Waurn Ponds had experienced substantial change, with the construction of the Geelong Ring Road, major shopping centres and hundreds of dwellings constructed following numerous subdivisions of previous rural allotments.[2]

Transforming and managing land and natural resources (Historic Theme 4)

The transformation of the Barrabool Hills district into established vineyards, orchards and cultivated farms began in 1842. By 1857, the Parish of Duneed (which included Waurn Ponds) cultivated the largest quantity of vines in Victoria, producing 2,800 gallons. In 1879 the vineyards, cellars and appliances for wine making were compared with some of the best-appointed establishments in the Colony.[3]

The outbuilding at 10 Lemins Road appears to have been built in 1860c. The registered owner of the property, which formed part of a 23-acre vineyard in 1870 was vigneron George Hanson, who was most likely the same G. Hanson who was among 150 vine growers of predominantly French and Swiss extraction who emigrated to the area from Hamburg in 1848.

George Hanson was a member of the Geelong Vine Grower's Association and shared his views through 'Letters to the Editor' over several years. He argued that the system of taxes "pressed very unfairly on the interests of vine growers" urging against wholesale destruction of vineyards due to the Phylloxera outbreak.

[2] Ibid, page 834-835.

[3] *Visitors' Illustrated Guide to Geelong*. Penned and pencilled by R.C.Q., Henry Franks, Geelong, 1879.

In 1878 Hanson had 14 acres of vineyard under cultivation when Phylloxera vastatrix devasted the vines, resulting in the destruction of even his “well kept” vine crop.

In 1899 farmer John Ross occupied the site through to 1907. In 1952-3 John Foster was the owner.

Building community life (Historic Theme 8)

George Hanson taught for 10 years in Geelong, most likely from his arrival in 1848. He was a teacher at the Christ Church School for 7 ½ years until he was dismissed in 1862, leading a series of “Letters to the Editor”.

In a letter dated 10 September 1862, where he notes his options following dismissal, Hanson refers to his “little farm and vineyard” suggesting that he may have been on the property at this time. If this is the case, the outbuilding is likely to have been constructed for his use.

George Hanson was an active member of the local community and played a role in advocacy of the vine growing industry with his peers, along with promoting education and church services in the area.

Until the Methodist Church opened in 1864 Hanson arranged for services to be conducted in his house, and his son Mr. Hanson Jnr officiated at the opening of the Sunday School. The first church services were conducted in French by Rev. Stubbs.

INTEGRITY

The main structure is sound and weatherproof with some sagging of the roofline and fascia, which may be due to underlying problems with the roof structure. The original stone fabric appears to be substantially intact.

Recent cosmetic repairs are evident on the east side of the building including plumbing repairs.

Some of the stone blocks on the gable end on the south side appear to be loose with no mortar and patched using contemporary infill.

COMPARATIVE ANALYSIS

Numerous vineyards and orchards were established in the 19th century including the then rural areas of Ceres, Barrabool, Batesford, Belmont, Fyansford, Mount Duneed, Grovedale, Highton and Waurn Ponds with many of them replaced by urban expansion.

Of the vineyards that contributed to the local economy some early dwellings survive: 76 Ghazeepore Road, 1860; 35 Lemins Road, 1860c; 125 Lemins Road, 1870; ‘Claremont’, 16 Kinsmead Road, 1894; and in Belmont, 26 Spring Road, that retains the legacy of a vineyard established in 1864.

The outbuilding is a rare surviving example of the development of vineyards in Waurn Ponds.



‘Laurence Park’, 1874-75
Source: David Rowe, 2015

‘Laurence Park’ Stables, 1874-75
125 Buckingham Street, Lara
HO1993
‘Laurence Park’ and the stone stables have significance for their associations with one of Lara's pioneers, David McHarry (c.1834-1910), who by 1870 had established a successful lime burning business.
Although later in date, the gable roof clad in galvanised corrugated iron, and vernacular form are comparable to the outbuilding at Lemins Road.



'Neuchatel', 1860
Source: realestate.com, 2023

'Neuchatel', 1860
460 Merrawarp Road, Barrabool
HO773
The complex includes a 19th century sandstone house, and 1891 stables, cellar, and coach house. The outbuilding at Lemins Road and 'Neuchatel' are comparable historically due to their association with Swiss vignerons and the transformation of land in rural locations into vineyards in the nineteenth century. 'Neuchatel' is associated with Frederick Ulysses Breguet and his family, who were Swiss vignerons.



'Newlands', 1853c
Source: realestate.com, 2010 listing

'Newlands', 1863c
670 Barrabool Road, Ceres
HO68
The homestead was built for wheat farmer James Piper. The 'Newlands' complex has a sandstone barn its date and vernacular construction comparable to the outbuilding at Lemins Road.



Waurn Ponds Hotel stables, 1856
Source: David Scott, City of Greater Geelong, 2022

Waurn Ponds Hotel stables, 1856
20 Marendaz Road, Waurn Ponds
A rare surviving red brick vernacular outbuilding with a hipped roof and pointed arch openings, the stables and outbuilding are comparable due to their archaeological research potential and ability to demonstrate early construction methods in the Waurn Ponds area.

This place is currently not on the HO but is being considered for inclusion.



Source: David Rowe, Authentic Heritage, 1998

Former Blacksmith's Shop, 1848
75 Kingsbury Lane, Waurn Ponds
The blacksmith's shop is associated with David Pettavel and his Victoria Vineyard. The gable roof glad in galvanised corrugated iron and course random rubble stone construction is comparable to the outbuilding at Lemins Road.

This place is currently not on the HO but is being considered for inclusion

REFERENCES

Rowe, D. & Huddle, L., Geelong Outer Areas Heritage Study: Stage 2. Vol. 16 of 16. Record Sheets of Heritage Places, City of Greater Geelong, 1998 - 2000

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Editor, 'Teachers and Inspectors', *Geelong Advertiser*, 6 September 1862

Letters to the Editor, 'Teachers and Inspectors', *Geelong Advertiser*, 10 September 1962

SCOPE TO ASSESSMENT

1. The historical notes provided for this assessment are not considered to be an exhaustive history of the site.

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CITY OF GREATER GEELONG

PLACE NAME : Dwelling

ADDRESS : 28 Marshalltown Road, Marshall

STATEMENT OF SIGNIFICANCE:

What is Significant?

The dwelling at 28 Marshalltown Road, Marshall, has significance as an historical legacy of 19th century farming in the Marshall area, and as moderately intact and locally elaborate example of a Late Victorian styled timber house. Built in c.1889-90 for J.A. Quinn and subsequently owned by Charles Crisp, farmer and gentleman, the significant fabric includes the symmetrical composition and front hipped and rear double hipped roof forms, face brick chimneys with corbelled tops, modest eaves, central door doorway (with a four panelled timber door and sidelights and highlight) and flanking timber framed double hung windows. Although the existing return bullnosed verandah may have replaced an earlier verandah, the bullnosed profile, stop chamfered timber posts and decorative cast iron valances and brackets are consistent with Late Victorian design. Other fabric that contributes to the Late Victorian style include the corrugated profile sheet metal roof cladding, timber weatherboard wall cladding and the modest eaves with paired brackets and panelling between. The mature Canary Island Palm tree centrally located in the front yard contributes to the setting of the property.

How is it Significant?

The dwelling at 28 Marshalltown Road is historically significant at a LOCAL level.

Why is it Significant?

The dwelling at 28 Marshalltown Road is historically significant for its associations with farming in Marshall from the late 19th century (Criterion A). The area was once characterised by outlying farms south of the Barwon River and this dwelling is an historical legacy of the agricultural progress of the district at the time of its construction in c.1889-90. Originally built for J.A. Quinn, it was soon owned by Charles Crisp, farmer and gentleman. The significance of the dwelling is embodied in the surviving Late Victorian style fabric.

The property at 28 Marshalltown Road is one of few surviving 19th century properties in the Marshall area with a mature Canary Island Pam tree that contributes to the setting of the place (Criterion E).



Proposed Heritage Overlay boundary

PLACE NAME : Dwelling

ADDRESS : 28 Marshalltown Road, Marshall

DESCRIPTION:

The dwelling at 28 Marshalltown Road, Marshall, is set on a contextually substantial elongated allotment with generous front and side setbacks. An early and substantial Canary Island Palm tree forms a centerpiece of the front garden, being surrounded by a circular gravelled pedestrian path connected to gravelled paths providing access to the front gate and the dwelling respectively. Flanking the Palm tree are open grassed areas with perimeter garden beds including low hedging near the dwelling. Other mature trees are located near the front boundary, with mature Peppercorn trees situated near the front north-east corner of the dwelling. On the east side is a wide driveway providing access to an introduced gabled garage that is set back from the dwelling. The front is bound by an introduced fence having stop chamfered timber posts with decorative metal cappings and bays of visually permeable powder-coated aluminium palisades. The fence has been introduced and is approximately 1500 mm high. The western portion of the front boundary has an introduced high capped timber paling fence that screens private open space comprising another open grassed area with perimeter garden beds, central garden features and other plantings and pathways. At the rear is a tennis court and gabled outbuilding, as well as perimeter trees and other plantings.

The symmetrical, single storey, timber weatherboard, Late Victorian styled dwelling is characterised by a hipped roof form and return bullnosed verandah. Behind the front hipped roof, the original double hipped roof forms have been considerably extended to the south (rear), with projecting faceted bays on the east and west sides also comprising additions. These additions feature bullnosed verandahs. It is unclear whether the original front verandah has been extended with the return verandahs along the sides or whether it originally only projected at the front. The roof forms appear to be clad in corrugated zincalume. A large face brick chimney with a corbelled top adorns the roofline near the front on the east side, while a smaller, similarly-designed chimney is a feature on the west side.

The symmetry of the design is especially defined by the original central front doorway (with a four panelled timber door and timber framed sidelights and highlights) and flanking timber framed double hung windows. The timber framed front screen door has been introduced, as may have been the windows front portions of the side elevations. The timber verandah floor appears to be a replacement for the original timber floor.

Other features of the design include the stop chambered timber verandah posts and decorative cast iron verandah valances and brackets, and the modest eaves with timber panelling and paired timber brackets.

Overall, the dwelling appears to be in good condition, with little evidence of deterioration when viewed from Marshalltown Road. The original Late Victorian design of the dwelling is intact when viewed from Marshalltown Road although the overall three dimensional integrity has been compromised by the rear addition.

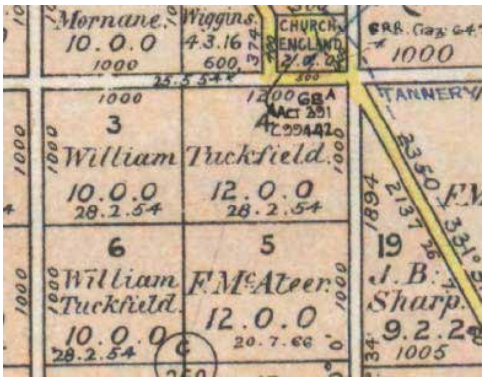
Schedule to the Heritage Overlay	Comments
☐ External Paint Controls Should Apply ☐ Internal Alteration Controls Should Apply ☒ Tree Controls Should Apply ☐ Fences &/or Outbuildings of Note	The mature Canary Island Palm tree contributes to the significance of the place. It is recommended that the heritage overlay apply to the land identified as 28 Marshalltown Road, excluding a portion of the rear yard addressed as 19 St Cuthberts Court (as shown in the attached aerial).

PLACE NAME : Dwelling

ADDRESS : 28 Marshalltown Road, Marshall



28 Marshalltown Road, 1 May 2013.



Connewarre Parish Plan showing lot 3 owned by W. Tuckfield.
Source: VPRS161, Public Record Office Victoria.



HISTORY:

General History of Marshall

(largely taken from Greater Geelong Outer Areas Heritage Study Thematic History)

Once known as Breakwater and Connewarre and Marshalltown, this locality was an important industrial area from the mid 19th century given its close proximity to the Barwon River. It was here that the Brearley Brothers established their Australian Tannery in 1852. It became the largest tannery in the southern hemisphere and had a work force of 50. It had its rivals - Gardiner's and Victoria tanneries and Barwonside fellmongery. In 1890 Marshall had a population of 225. Brearleys' closed in 1925 and the Victoria in 1929, ending Marshall's association with tanning.

From 1886 the area had been served by a railway siding which was first known as Connewarre but was renamed Marshall in 1907 - it closed in 1964. There had also been a branch line to serve the neighbouring Geelong Racecourse from 1878 to 1906 when the course was shifted to its present site. The branch railway was then dismantled in 1909. The racecourse land was handed over to the Geelong Harbor Trust, formed in 1905, which developed it as Sparrovale Farm, named after E.R. Sparrow, auctioneer and secretary of the racing club. The development of Sparrovale Farm continued a tradition of farming in the Marshall area established in the 19th century. In 1908, the *Journal of Agriculture* described the Marshall and Connewarre area in an analysis of the newly created Sparrovale Farm as follows:

PLACE NAME : Dwelling

ADDRESS : 28 Marshalltown Road, Marshall

"... on the lower reaches of the Barwon River, about five miles south of Geelong ... which is known as Connewarre, there is a large area of several thousands of acres of low-lying ground that was apparently at one time a shallow bay into which the river emptied itself; but while, silting up gradually, has eventually been formed into swamps, through which the river slowly finds its ways to the sea. On either bank is water-logged land over which there is a slight tidal flow excepting when the river is in flood. Bordering on this are farms of various sizes that have been settled for quite a number of years. Some larger areas have been held by municipal and other corporations, and, at the northern end where a breakwater was constructed against the tide in 1841, there are several mills and factories treating such raw products as wool, hides, bark and the like."

When Michael Murnane opened the Breakwater Hotel at Marshall in 1856, the location was given as Connewarre; it remained in business until at least 1872. Another hotel, the Racecourse appeared at Marshall in 1886 and survived into the post-World War II era; today Rice Village, a Catholic retirement scheme, occupies the site. A denominational school was established by the Church of England in 1851 and it also served as a church from 1852 until the separate St. Cuthbert's opened in 1871. The school was replaced by a vicarage in 1904 (it was destroyed by fire in 1938) and a new church was built in 1911; the old church was demolished eleven years later and a new Sunday School was built. St. Cuthbert's was sold in 1978 and in 1987 the Church building was relocated to Cobbin Farm, Grovedale; the Church land being sold to the City of South Barwon on the condition that it be transformed and retained as a Play Park that was named in honour of J.F. Field, vestry man of St. Cuthbert's Church.

Marshall's second school was opened as State School No. 3917 Ash's Hill in 1915. In 1922 it was renamed Marshall; in 1940 it was destroyed by fire and was rebuilt in the following year. It closed its doors in 1948, an indication of the declining population in the area at this time. In recent years, parts of Marshall have witnessed substantial suburban residential development and the construction of a railway station off Marshalltown Road.

History of the Dwelling at 28 Marshalltown Road

The property at 28 Marshalltown Road, Marshall, originally formed allotment 3 of Section 2, comprising 10 acres in the Parish of Connewarre. The first Crown Land purchaser on 28 February 1854 was William Tuckfield who had emigrated from Cornwall, England. In later years, this site and Tuckfield's adjoining 10 acres had been sold to Richard William Tozer. A foreman, Tozer lived 'below the Breakwater' with his wife, Anna, on five acres of land in a 7 roomed timber house with a shingled roof. They had six children and were members of St. Cuthbert's Anglican Church at Marshalltown. At the time of Tozer's death in 1882, his Probate Inventory included a description of allotments 3 (subject site) and 6 of Section 2 comprising 20 acres of land with "no building thereon, is fenced and occupied by widow of deceased, would let at £5 per annum, valued at £90."

By 1886-87, Mrs Tozer had leased the land in Marshalltown Road (then known as Gardiners Lane) to John Arthur Quinn. It appears that the existing dwelling at 28 Marshalltown Road was constructed in 1889-90 and it was let to E.A. Crisp. By 1890-91, Charles Crisp, farmer and gentleman, was the owner and occupier. In 1902-03, Crisp had relocated to Belmont and he leased the dwelling and land to James Harcourt Reeves, farmer. By 1923-24, the house and land had been sold to Herbert John Earle, a farmer and he lived there until at least the 1940s.

It was possibly in 1993 when substantial additions were constructed at the rear of the dwelling. It may have also been at this time when a tall timber paling fence was constructed on the front boundary. In 2000, a building permit was granted for the construction of a verandah and deck and in the following year, 2001, another permit was issued for the building of the garage and carport to the east of the dwelling.

Between 1998 and 2006 the front paling fence was removed and replaced with the existing timber post and aluminium palisade front fence, once again revealing the setting and front of the dwelling to public view.

PLACE NAME : Dwelling

ADDRESS : 28 Marshalltown Road, Marshall

COMPARATIVE:

Historically, the Crown Land sales of the land at Marshall (including the area now known as Charlemont) in the 1850s and 1860s brought about the creation of a number of farms for grazing. Like the dwelling at 28 Marshalltown Road, most of the timber farmhouses appear to have been built in the later 19th century.

Some of these farmhouses no longer survive, including the former Mt Colite farm house of Thomas Batten at 5 Grove Road (built in c.1875), while others have substantially deteriorated which in turn has reduced their integrity. These farm dwellings include the dwelling at 1 Tannery Road (built c.1902-03 for Edward McAteer) and "Affair", 46 Tannery Road (also built in c.1902-03 or relocated to the site at this time for James Canty and leased to John Collins, farmer). Other surviving 19th century farmhouses in the area include the dwelling at 43-71 Sparrovale Road (built in 1891 for Thomas Mallett and leased to John Allen, farmer), and "Holanthe", 61 Tannery Road (built in c.1885 for James Canty, farmer). The earliest surviving farm dwelling in the area is the bluestone cottage at 375 Barwon Heads Road (built in c.1866 for Francis McAteer). Further afield at Mt Duneed (including the area now known as Armstrong Creek), a number of other farm dwellings were constructed in the later years of the 19th century. They included the dwelling at 282-400 Horseshoe Bend Rd (built in 1884-85 for John Ford who had first established his farm on this site by 1865) and the farm dwelling at 568 Surf Coast Highway (built in 1883-84 for Alfred Hewitt).

Architecturally, the dwelling at 28 Marshalltown Road is one of a select number of surviving weatherboard Late Victorian styled dwellings in the once rural outskirts south of the Barwon River in the Marshall, Connewarre and Mt Duneed districts. Most other examples are of similar design, having hipped roof forms clad in corrugated sheet metal, front post-supported hipped and concave or bullnosed verandahs, corbelled face red brick chimneys, symmetrical compositions defined by central four panelled timber doors and flanking timber framed double hung windows. The more intact comparable examples include the dwellings at 43-71 Sparrovale Road, 568 Surf Coast Highway and 282-400 Horseshoe Bend Road. These dwellings also feature decorative cast iron front verandah brackets and valances. Other moderately intact examples in the local Marshall area have been altered and/or extended and they include the dwelling at 19 Mornane Road (built in c.1892-93 for Richard Zelley), and "Holanthe" at 61 Tannery Road. Like the dwelling at 28 Marshalltown Road, the Late Victorian design qualities of these other examples are clearly discernible when viewed from the front. Another earlier comparable example featuring a hipped roof form, return post-supported bullnosed verandah and face red brick chimneys is "Barwonside" at 81 Tannery Road, Charlemont. The earliest portion of the dwelling may date to c.1855 but the main hipped portion visible from Tannery Road is defined by mid-late Victorian design. On Bluestone School Road at Connewarre are two other surviving mid-late Victorian styled dwellings, both of which have been altered.

They are the dwelling at 357-451 Bluestone School Road (built in c.1888-89, possibly for John Cameron, farmer) and the dwelling at 570 Bluestone School Road (built in c.1875-1880). Overall, the dwelling at 28 Marshalltown Road, while altered and extended, is one of the more elaborate local examples in good condition, and one of few with a mature Canary Island Palm tree that continues to contribute to the setting.

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PLACE NAME : Dwelling

ADDRESS : 28 Marshalltown Road, Marshall

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28 Marshalltown Road, 19 May 1998. Source: D. Rowe & L. Huddle, 'Outer Areas Heritage Study Stage 2'.

LOCATION DETAILS & HERITAGE OVERLAY

Heritage Place:	**'Barwonside' and Barwon Tannery**	**UPI:**
Address:	81-87 Tannery Road, Charlemont	
Traditional Owners:	Wadawurrung Traditional Owner Aboriginal Corporation	
Significant date range:	1860c – 1926c	
Architectural style:	Mid-Victorian	
Typology:	Homestead I Industrial ruin	
Assessed by:	Janine Barrand, Heritage Project Officer	
Peer reviewed by:	David Scott, Built Heritage Coordinator	



Figure 1: Proposed Heritage Overlay Area. Source: Places Weave Nearmap, 2023.

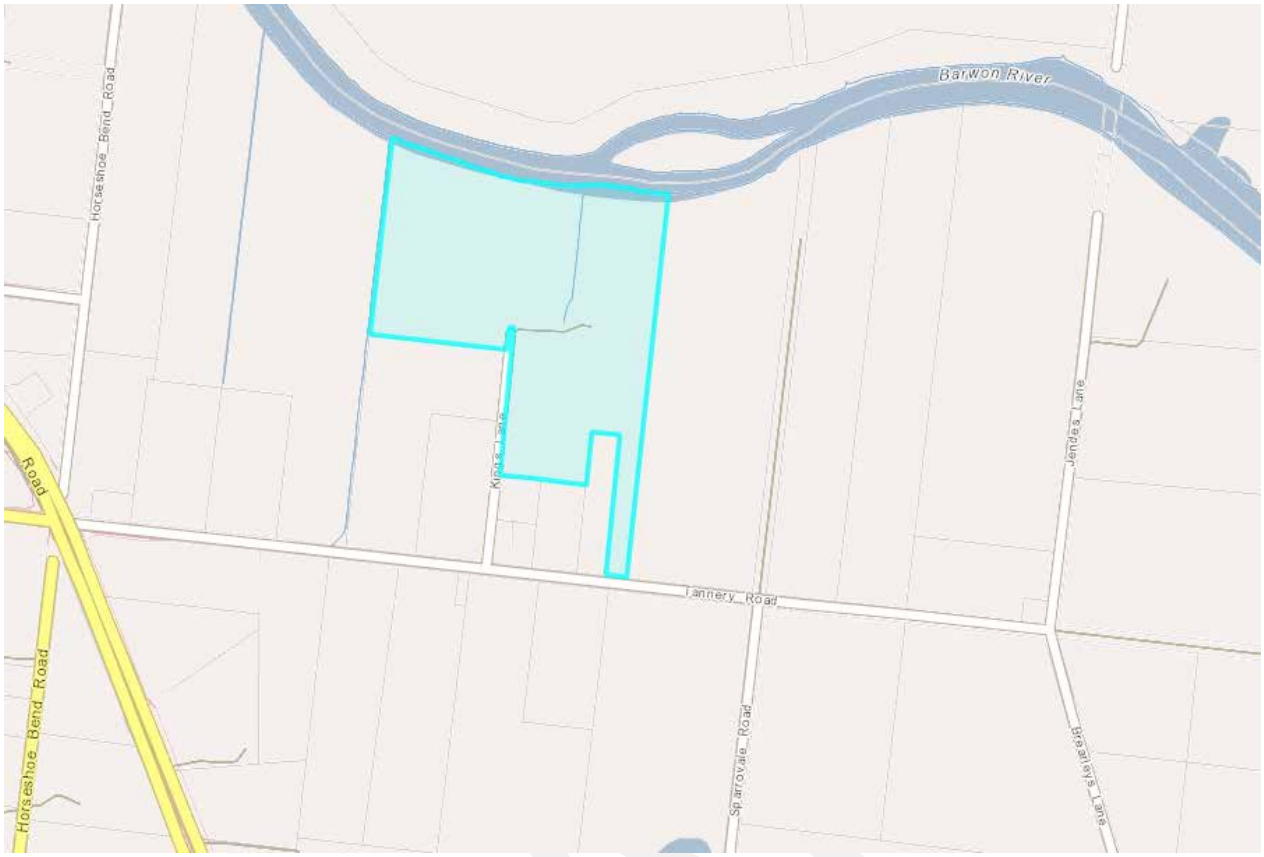


Figure 2: Location site of subject dwelling and tannery. Source: Places Weave Map View, 2023

DRAFT

STATEMENT OF SIGNIFICANCE

SIGNIFICANCE STATEMENT

'Barwonside' and the Barwon Tannery site at 81 Tannery Road, Charlemont is of historic and scientific significance as a surviving example of Geelong's industrial history on the banks of the Barwon River, with the potential to yield archaeological evidence of the Barwon Tannery. (Criteria A & C). 'Barwonside' is aesthetically significant as a place retaining some qualities of the mid-Victorian style. (Criterion E). 'Barwonside' and the Barwon Tannery site is significant due its association with Alfred Douglass, merchant and proprietor of *Geelong Advertiser*, James Munday, owner of the Geelong Tannery and George Gardiner, owner of the Victoria Tannery and Bone Mill. (Criterion H).

WHAT IS SIGNIFICANT?

'Barwonside' and the Barwon Tannery site at 81 Tannery Road, Charlemont comprises archaeological remains of the Barwon Tannery and an intact dwelling originally developed as the Tannery Manager's residence.

Manager's Residence

The Manager's residence is single storey weatherboard dwelling with a dominant galvanised iron hipped roof and steeply sided gabled roof-wing built in 1860c in the mid-Victorian style and extended in c1890s-1900. The significant features of the place are:

- The timber weatherboard cladding, and early timber framed double hung windows, arranged in pairs and singularly under the bullnosed verandah which is supported by turned timber posts with simple, decorative timber brackets and valance panels.
- Two early unpainted brick chimneys.
- The substantial exotic trees including cypress trees situated around the site.

Tannery Ruins

The Barwon Tannery ruins are listed as a Victorian Heritage Inventory site (H7721-0440).

The Tannery, now ruinous, was constructed in 1860c. Significant features of the Tannery when the site was surveyed for the Outer Areas Heritage Study in 1998-2000 are:

- Brick foundations on the edge of the flood plain, about 80 metres south of the Barwon River
- Remains of four vaulted structures which could be clearly seen on the north face
- Some of the surviving bricks are marked 'Northcote' (Northcote Brickworks, established 1866)

HOW IS IT SIGNIFICANT?

'Barwonside' and the Barwon Tannery site is of historical and scientific significance (Criteria A & C), aesthetic significance (Criterion E) and of associative significance (Criterion H) to the State of Victoria.

WHY IS IT SIGNIFICANT?

The Barwonside Manager's residence and Barwon Tannery site are significant for their ability to demonstrate part of Geelong's industrial history related to the processing of livestock for hides and associated by-products. They are an integral part of an industrial estate along the banks of the Barwon River that included Victoria's largest and most successful tanneries, fellmongeries and wool scouring operations, the street appropriately known as Tannery Road. (Criteria A & C).

'Barwonside', the original manager's residence of the Barwon Tannery is an integral part of the tannery complex, demonstrating aspects of how the tannery was managed and the changes generated by operations inclusive of several layers of development through the early 20th century. It is also a good example of a weatherboard dwelling retaining some qualities of mid-Victorian style and substantial exotic trees. (Criterion E)

'Barwonside' and the Barwon Tannery site is significant for its association with Alfred Douglass, merchant and proprietor of *Geelong Advertiser*, James Munday, of the Geelong Tannery, George Gardiner, owner of the Victoria Tannery and Bone Mill, and Frederic Palmer, manager of the Australian Tannery. All were prominent figures in the business community of Geelong and the local area. The place was used by James Munday and George Gardiner as a property for erecting and expanding their tannery operations. (Criterion H).

WHO ARE THE TRADITIONAL OWNERS/REGISTERED ABORIGINAL PARTY FOR THIS PLACE?

The place is located on traditional land of the Wadawurrung people. The Registered Aboriginal Party (RAP) under the Aboriginal Heritage Act 2006 for this land is Wadawurrung Traditional Owner Aboriginal Corporation (WTOAC).

DRAFT

HERITAGE PLACE ASSESSMENT

PHYSICAL DESCRIPTION

'Barwonside' and the Barwon Tannery site is located on a rural and light industrial lot near the corner of Kings Lane and Tannery Road on the south bank of the Barwon River 1.8km downstream of the Breakwater Bridge. The current parcel of land is 13.8 ha.

Manager's Residence

The 'Barwonside' Manager's residence is a large rural homestead of ~190m2, weatherboard construction with a galvanised corrugated iron roof. From Kings Lane to the west, the main façade and frontage of the homestead presents as a late-Victorian style residence.



Figure 3: 'Barwonside', west Elevation
Source: David Scott, City of Greater Geelong 2022

There are at least four layers of development and alteration to the homestead which have been identified by Dr David Rowe (Figure 4):

- c.1860 – original dwelling as part of Barwonside owned by Alfred Douglass (the scale, hipped form and surviving multi-paned double hung window are suggestive of this)
- c.1890s-1900 (possibly works carried out in 1895 to a design by architects Tombs and Durran?) – additions during George Gardiner or Charles Frederick and Rosa Anna Palmer occupations. The additions during this period include the faceted bay window at the north end with polygonal roof, common from the 1880s but still adopted in the 1890s/1900. The lineal projection in the roof suggests construction of new roof structure. The bullnosed roof form of the return verandah, timber brackets and possibly the solid timber valance are late 19th / early 20th century in origin, as appear to be the chimneys.
- Early 20th century – the steep pitch is more suggestive of 19th century than c.1920s – possibly relocated there – as incongruous to original and early design.
- c.1926: paired windows and windows in bay might be replacements post 1926 following possible damage by the tornado?

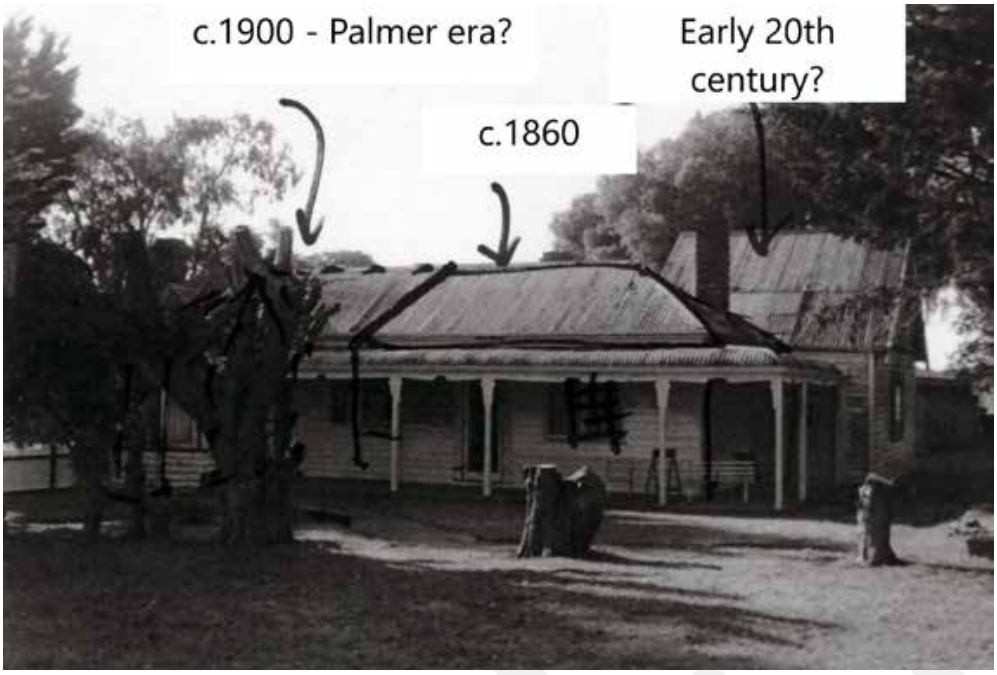


Figure 4: Architectural phases
Source: David Rowe, Authentic Heritage Services

There are at least three domestic outbuildings immediately to the rear/east of the homestead and three further outbuildings 70m to the northeast. These may be remnants of the original tannery complex, adapted for farm use. A further large outbuilding just west of those remaining, collapsed in 2016 and was removed in 2018.

Tannery Ruins

The archaeological remains of Barwon Tannery, a major industrial site that operated on the banks of the Barwon during the late C19th, had been substantially demolished and removed by the early 20th century, and the final parts of foundation walls were buried in 2012-13. (Figures 8 & 9).

In 1998 when the site was surveyed for the Greater Geelong Outer Areas Heritage Study: Stage 2 the remains of the tannery covered an area of approximately 20m x 10m. (Figure 5). At that time, the surviving evidence included:

- Brick foundations on the edge of the flood plain, about 80 metres south of the Barwon River
- Remains of four vaulted structures which could be clearly seen on the north face
- Surviving bricks marked 'Northcote' (Northcote Brickworks)

Aerial photographs from 2010 (Figures 6, 7 & 10) show the masonry walls of a tannery building that was at least 20 x 20m situated 30m to the northeast of the remaining outbuildings. Three barrel-vaulted basement arches are evident under the northeast corner of this building in a 1998 photo.

The extent of the remains is evident in the aerial photographs; the condition of these remains and wider potential to yield artefactual material needs to be confirmed through archaeological survey and/or discussion with the owner. (Figure 11).

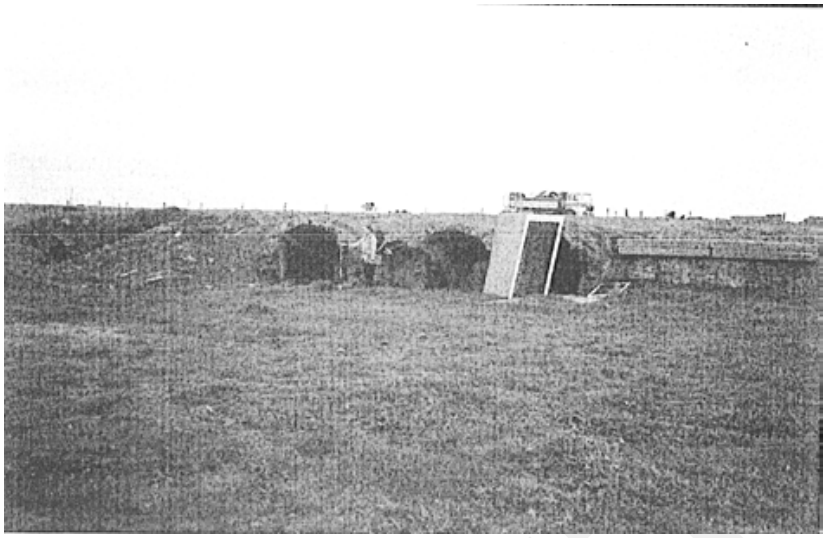


Figure 5: Barwonside Tannery Ruins, 1998
Source: Geelong Outer Areas Heritage Study: Stage 2



Figures 6 & 7: Closeup views of tannery remains showing perimeter wall and strip footing walls of 20 x 20m structure, 2010
Source: Places Weave Nearmap



Figures 8 & 9: Sequence 2012-13 of the tannery remains being buried, 2012-13
Source: Places Weave Nearmap



Figure 10: Tannery structural remains shown exposed, 04/01/2010
Source: Places Weave Nearmap



Figure 11: Tannery remains buried and no longer visible, 10/04/2022
Source: Places Weave Nearmap

PLACE HISTORY

Contextual History[1]

The subject site occupies the traditional land of the Wadawurrung people.

Prior to European exploration and colonisation and for at least 45,000 years, the land now known as the City of Greater Geelong was the land of the Wadawurrung Aboriginal people. The name of this language group traditionally meant 'the people who belong to the water', in reference to the rivers, creeks, lagoons and other water sources within the Wadawurrung boundary.

The earliest European exploration of the Greater Geelong area was by sea with only occasional forays ashore, including Lieutenant John Murray in 1802, Captain Matthew Flinders in the same year, and both Charles Grimes, acting surveyor-general, and Lieutenant Tuckey in 1803. The next explorers, Hamilton Hume and William Hovell came overland from Lake George in New South Wales in 1824, then in 1835 John Batman carried out more exploration. European settlement began in June 1836 when settlers arrived from Launceston, Tasmania giving rise to the rapid pastoralisation of Greater Geelong during the 1830s and early 1840s.

The 1840s and early 1850s saw the creation of Geelong's first industries including flour mills, and limekilns, and secondary industries associated with sheep and cattle. The Barwon River between Marshall and Newtown provided a water supply and a conduit for the waste produced in each of these industries. The key establishments included boiling down works for the production of tallow (for making candles and soap); fellmongeries for the sale of sheep skins; tanneries (for manufacturing leather); and wool scourers (for the cleaning of wool).

From the beginning the Wadawurrung people were dispossessed of their traditional land use practices, food gathering and customs, and coupled with the introduction of European diseases, the local population of the Wadawurrung was decimated.

Thematic Place History

The subject site is part of Crown Allotment 4, Section IV, Parish of Conneware. County of Grant.

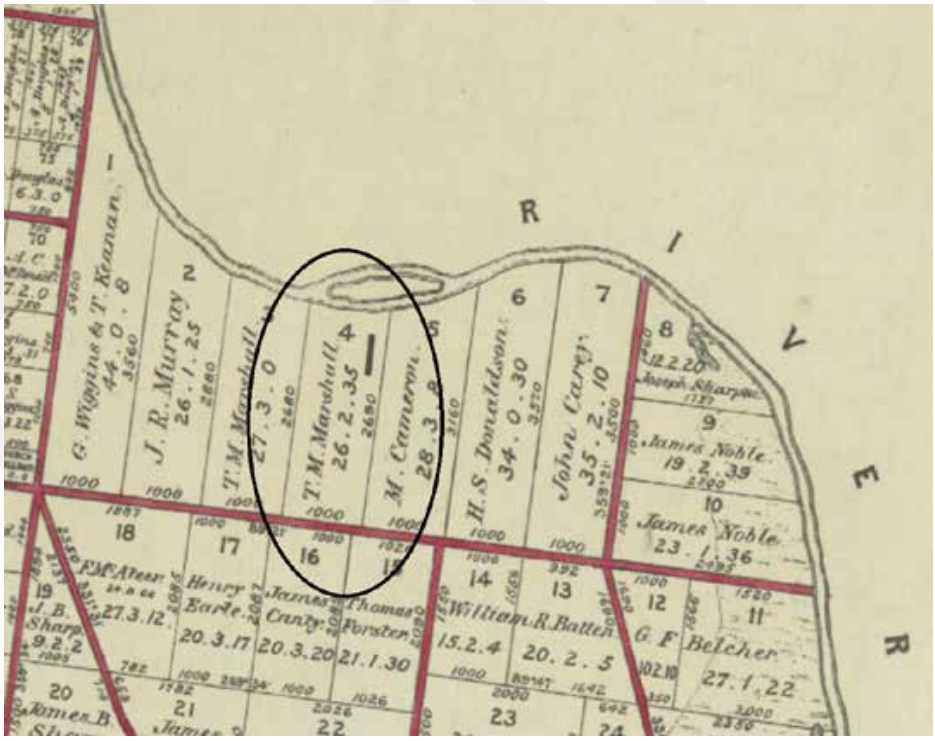


Figure 12: Conewarre County of Grant, Department of Lands and Survey, J. Noone, 1878
Public Record Office Victoria (VPRS8168)

[1] The Contextual History has been drawn from Rowe, D., *About Corayo: A Thematic History of Geelong,* City of Greater Geelong, 2021, pages: 67, 72-75 and 81.

The main themes relating to 'Barwonside' and the Barwon Tannery site, referring to Heritage Victoria's *Framework of Historical Themes* (2010), are:

Transformation of Breakwater, Connewarre, and Marshalltown (Historic Themes 5 & 6)

Once known by Europeans as Breakwater and Connewarre, and Marshalltown, this locality was an important industrial area from the mid-19th century given its proximity to the Barwon River. It was here that there were several tanneries including Australian Tannery, Victoria Tannery, and Bone Mill, and Barwonside Woolscouring and Fellmongery Works. In 1890 Marshall had a population of 225. By 1929 the tanneries were closed, ending Marshall's association with the industry.

From 1886 the area had been served by a railway siding which was first known as Connewarre but was renamed Marshall in 1907 - it closed in 1964. There had also been a branch line to serve the neighbouring Geelong Racecourse from 1878 to 1906 when the course was shifted to its present site. The branch railway was then dismantled in 1909 and the racecourse land was handed over to the Geelong Harbor Trust, formed in 1905, which developed it as Sparrovale Farm.

In 1912 a temporary pipe factory was established at Marshall for the manufacture of ovoid reinforced concrete pipes used in the major ocean outfall scheme of the Geelong Waterworks and Sewerage Trust. An aqueduct of similar inventive construction by E.G. Stone and E.J. Siddeley was also built over the Barwon River at Marshall at this time.

In recent years, parts of Marshall have witnessed substantial suburban residential development and the construction of a railway station off Marshalltown Road which opened in 2004.

In May 2008, the City of Greater Geelong adopted the Armstrong Creek Urban Growth Plan. Amended in 2010, this Plan provided a framework for the major transformation of parts of Marshall, Connewarre, and Mount Duneed into Greater Geelong's first and largest master planned residential community.[2]

The land appears to have been first owned by Thomas Mulcaster Marshall (1790-1866) in c.1855. Marshall, a Geelong wool merchant, and land commission agent had taken up several large allotments on the south side of the bank of the Barwon River below the Breakwater where he ran sheep before selling the land to Alfred Douglass.

Ownership by Alfred Douglass and construction of Barwonside Woolscouring and Fellmongery Works (Historic Themes 4 & 5)

Alfred Douglass (1820-1885), who became the proprietor of *Geelong Advertiser* "…determined to settle in Geelong and purchased some land below the Breakwater and erected my wool washing establishment and called it Barwonside and Mr John Wright joined me as resident and managing partner there."[3]

John Wright (c.1813-1866) supervised the building and erection of the Barwonside Woolscouring and Fellmongery Works and in 1861 a steam engine and Petrie wool scouring apparatus to improve methods of wool washing was installed. It was described as 'one of the most beautiful, compact, and useful pieces of machinery to be found in Victoria'[4] The business was operational by 1864.

In 1867 'Barwonside' received an Honorary Certificate for scoured wool at the Paris Universal Exhibition. Douglass celebrated with his employees at a dinner hosted in the manager's residence in the presence of the Mayor of South Barwon and other officials, 'The room was tastefully decorated with flags…The cordial feeling which existed between the employer and the employed was pleasing to behold.' [5]

In addition to being a newspaper proprietor Alfred Douglass served the community as a local director of the Union Bank, member and treasurer of the Geelong and Western District Agricultural Horticultural Society and the Botanic Gardens Management Committee. His earliest contribution was the Geelong Volunteer Fire Brigade which he joined in c.1854.

Ownership by James Munday and development of Geelong Tannery (Historic Themes 4 & 5)

Douglass owned and operated the woolscouring and fellmongery works and manager's residence for approximately six years before leasing it out to James Munday (1840-1906) in 1867. Within two years, Munday was expanding the tannery

[2] Ibid pages 778 – 780.
[3] Autobiography, Alfred Douglass, Not before 1885 [manuscript], State Library of Victoria
[4] 'Wool Washing Machine', *Launceston Examiner*, Thursday 6 December 1860.
[5] 'Barwonside Wool Scouring Establishment', *Geelong Advertiser*, Monday 2 September 1867.

producing ordinary leathers, and building 7 new cement brick tan pits to make a total of 14. The tannery was using 80-90 hides weekly, excluding calf and sheep skins and employed 20 men across his two tannery sites.[6]

In 1875 James Munday terminated the 'Barwonside' lease after establishing the Geelong Tannery on the Barwon River in South Geelong. After Munday's departure it was occupied by other lessees, with Alfred Douglass eventually offering the tannery for auction in 1883. In the auction notice the Barwonside Fellmongery and Tannery was described as "…most conveniently planned, and consists of a large shed for storing and drying wool, accommodation for (7) wool classers, two new sweating houses capable of holding 1000 sheepskins each, manager's house, two-stalled stable, etc.'[7]

Having received no satisfactory bidders 'Barwonside' continued to operate under the auspices of Douglass & Co. In May 1885 after Douglass' death there was a public clearing sale on behalf of Douglass & Co. Left unoccupied and run down 'Barwonside' was offered for lease again in 1892 and 1892. Finally in 1901 on behalf of Douglass' trustees all the buildings, machinery and materials were sold comprising 'brick and iron buildings, chimney stack, galvanised iron, bricks, boiler, engine, large quantity of machinery and sundries.'[8]

Ownership by George Gardiner and 1926 Tornado (Historic Themes 4 & 5)

By 1901-02, the property had been sold to George Gardiner of 'Sunnyside'. His Victoria Tannery and Bone Mill operated from 'Greenbank' and a nearby site. The 'Barwonside' site was managed by Charles Frederic Palmer (1863-1934)[9] who purchased the tannery and manager's residence from Gardiner in 1912. Palmer had connections with Brearley Brothers where he started work as clerk, eventually becoming the manager of their Australian Tannery operations. The substantial exotic trees including cypress trees situated around the site are believed to have been planted by Charles Palmer who was responsible for the planting of trees down both sides of the lane leading to his home and factory.



Figure 13: George Gardiner, n.d.
Source: W. Watts, South Barwon Shire Council, c.1900. State Library of Victoria.

In 1926 a tornado caused extensive damage to 'Barwonside', The *Geelong Advertiser* reported that George Gardiner and Co's Tannery was 'almost entirely wrecked'. This included the main building and 'loft' over the pits, the drying shed with first floor store and materials such as bark to the value of about £1,500, and leather valued at approximately £3000.

[6] James Munday also leased Marshall's Fellmongery Establishment from Forster Marshall and is associated with the Former Marshall-Munday Woolscour Ruins at 77-107 Woolscour Lane, Marshall.
[7] 'Sales by Auction by Dennys, Lascelles & Co', *Geelong Advertiser*, Thursday 22 February 1883.
[8] 'Sales by Auction by Neil Campbell', *Geelong Advertiser*, 22 March 1901.
[9] Palmer started work as an 18-year-old clerk at Brearley Brothers Tannery, later taking over its management. He was a member of the 1884-1886 Geelong Football team, and a South Barwon councillor, serving from 1916 to 1925, and was president for a term in 1922-23.

The manager's residence was also damaged by the tornado. 'So fierce did the storm rage round about the dwelling that not a single chimney was left standing. One fell so heavily upon the galvanised iron roofing that the roof gave way. The verandah was demolished, a lounge that had been near by the front door having been deposited by the tornado in a tree at the back of the house.'[10] It was described as habitable it was damaged to the extent of £500.

Shortly after the tornado Charles Palmer sold out to John C King and Sons Pty of South Geelong who had carried on the manufacture of high-grade blood manure for 26 years and were looking to expand their operations established a Bone Mill and Manufacturing Works. It is likely that Kings Lane, Marshall was named in their honour.

Tannery Ruins (Historic Theme 5)

The archaeological remains of Barwon Tannery, a major industrial site that operated on the banks of the Barwon during the late 19th Century, had been substantially demolished and removed by the early 20th century, and the final parts of foundation walls were buried in 2012-13.

A 1930c aerial photo by Charles Pratt (Figure 5) shows a vast tannery complex extending from due north of the homestead eastward, over 15 built structures across an area 150 x 50m. Many of the structures are in a ruinous state at that time.



Figure 5: Aerial view from north, showing Barwon River in foreground, homestead at top right. 1930c.
Photograph by Charles Pratt. Source: State Library of Victoria

INTEGRITY

Manager's Residence

The original character and appearance of the 1860 fabric are discernible in terms of scale, hipped form and surviving multi-paned double hung windows. The faceted bay window at the north end with polygonal roof, bullnosed roof form of the verandah, timber valance, paired windows and windows in the bay, and chimneys dating from the late 19th and early 20th Century are noticeable. The steep pitched roof section (south elevation) was possibly relocated as it is incongruous to the original and early design. While physical additions and alterations are noticeable, they make an overall contribution to historical significance of the residence through association with the Barwonside Tannery and subsequent owners and managers.

Tannery Ruins

The original Tannery complex appears to have lost ~90% of its associated fabric, with the remainder now buried. However, it is possible that some of the out-buildings date from the tannery development and extensive artefactual material may occur under and around the tannery complex area.

[10] 'Tannery Destroyed. Probably £20,000 Damage'. *Geelong Advertiser,* Saturday 24 July 1926.

COMPARATIVE ANALYSIS

Historically, Crown Land sales of land at Marshall (including the area now known as Charlemont) in the 1850s and 1860s brought about the creation of a number of farms for grazing and pasture as well as other properties associated with tanning and other industries beside the Barwon River.

Tannery and woolscouring operations extended along the Barwon River from Marshall to Newtown. Surviving industrial heritage sites include Australian Tannery, 40 Jendes Lane, Charlemont (H7721-0440); Former Marshall-Munday Woolscour, 1847, 77 Woolscour Lane, Charlemont (VHI H1146); Sunnyside Wool Scouring Works, 1867-1960c, 76-78 Tucker Street, Breakwater (VHR H1146); Marnock Geelong (Former Phoenix Wool Scouring Works), 1918c, 55 Marnock / Riversdale Roads, Newtown (HO1334); and E.P. Robinson Wool Scourer, 1920c, 13 Bridge Street, Newtown (HO1247).

The Barwon Tannery ('Barwonside') is a rare mid-19th Century site that retains both the manager's residence, and physical and archaeological evidence of a significant tannery operation.

Manager's Residence

Most of the surviving dwellings of the 19th and early 20th centuries in the Marshall area are associated with farming, with few directly associated with 19th century industrial development.

Architecturally, 'Barwonside' may be compared to the following properties that share a similar historical background.



'Greenbank'
Source: David Scott, City of Greater Geelong, 2022

'Greenbank', 1852
40 Tannery Road, Charlemont
'Greenbank' is aesthetically significant as a substantially intact rendered brick Victorian-styled house. Like 'Barwonside' it was used as a manager's house and is set within a large tannery complex. The two places share social significance through their ownership by prosperous and well-known local tannery proprietors.

This place is currently not on the HO but is being considered for inclusion.



Source: Google Street View, 2023

Dwelling, 1890c.
22 Riverdale Road, Newtown
HO1617 I HO1421
Weatherboard dwelling with historical associations related to tanneries that operated in the vicinity from the 1850s. The dwelling was owned and occupied at first in 1891 by Josiah Windmill, tanner, a member of a well-known local family of quarrymen and tanners. Double fronted, symmetrical Italianate house. There is a timber outbuilding

Tannery Ruins

Archaeological Comparisons

Apart from Debney's Tannery in Flemington and Grosvenor Street Tannery in Abbotsford, no other archaeological investigations of tanneries are known to have been carried out in Victoria. Therefore, there is no comparative data which would assist with the present site. In this way Barwonside Fellmongery and Tannery is unique.

Other Mid-19th and Early 20th Century Tannery Sites

Melbourne and Regional Victoria

By 1900 there were nearly 60 tanneries in Melbourne concentrated in a few locations, particularly in Richmond near the Yarra, and in Clifton Hill, Preston, Northcote, Footscray, Hawthorn, and Flemington. Tanneries were also located in regional Victoria including in Gippsland, Southern Grampians, and around Castlemaine and Bendigo.

While the Tannery (former) in Cavendish established in 1864 dates from the same period as Barwonside, there is no evidence of other extant archaeological sites from the mid-19th Century. A timber framed and clad building used by McCall's Tannery in Yarraville dates from 1870c and in Northcote a 1900 warehouse building survives from Joshua Pitt PL Tannery. The Richmond Tannery Precinct,1871 demonstrates the development of working-class housing adjacent to industrial sites.

Other Mid-19th Century and Early 20th Century Factory Sites at Marshall (now also known as Charlemont), Waurn Ponds and East Geelong

There are three extant sites related to tannery operations in Charlement: 'Greenbank', 40 Jendes Lane, Charlemont; Former Marshall-Munday Woolscour, 77 Woolscour Lane, Charlemont; and the subject site, 'Barwonside' and the Australian Tannery.

The former Cement Pipe Factory Ruins located at 1 Drews Road, Marshall provides further evidence of the area's industrial past.

The extent and significance of the Barwon Tannery ruins as an industrial site are comparable to the Lime Kiln Complex located on Hearn Parade & Limeburners Road, East Geelong and Lime Burning Kiln on Princes Highway and 110 Lemins Road (rear), Waurn Ponds.



'Greenbank' tannery ruins
Source: Jennifer Bantow, 2020

'Greenbank' Australian Tannery ruins
40 Jendes Lane, Charlemont
VHI H7721-440

Physical evidence of the place has the ability to demonstrate at least 4 major developmental phases dating from 1852c to 1870s. There are extensive structural remains including brick and bluestone basement walls and foundations, the base of a chimney stack, tanning pits and the potential for archaeological material.

This place is currently not on the HO but is being considered for inclusion.



Lime Kiln showing arched entrance
Source: Heritage Victoria Database 2023

Lime Kiln Complex
Hearn Parade & Limeburners Road, East Geelong
VHR H1288 I HO191

The site consists of the visible ruined remains of lime kilns, footings of the power magazine and archaeological relics. The complex is of archaeological and historical significance to the State of Victoria.



Lime Burning Kiln
Source: David Scott, City of Greater Geelong 2022

Lime Burning Kiln, 1881c
Princes Highway and 110 Lemins Road (rear), Waurn Ponds
VHR H0866 I HO377

Associated with McCann and Sons a notable family who played a significant role in quarrying and limeburning. The Kiln is an important surviving relatively intact industrial structure and is of archeological and historical significance to the State of Victoria.

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tgc.vic.edu.au

SCOPE TO ASSESSMENT

1. The historical notes provided for this assessment are not considered to be an exhaustive history of the site.

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LOCATION DETAILS & HERITAGE OVERLAY

Heritage Place:	**Waurn Ponds Hotel Stable**	**UPI:**
Address:	20 Marendaz Road, Waurn Ponds	
Traditional Owners:	Wadawurrung Traditional Owner Aboriginal Corporation	
Significant date range:	1856	
Architectural style:	Standing ruin	
Typology:	Building, public	
Assessed by:	Janine Barrand, Heritage Project Officer	
Peer reviewed by:	David Scott, Built Heritage Coordinator	



Figure 1: Proposed Heritage Overlay Area. Source: Places Weave Nearmap, 2023.



Figure 2: Proposed Heritage Overlay area in red and existing VHI area of interest in orange. Source: Places Weave Nearmap, 2023

STATEMENT OF SIGNIFICANCE

SIGNIFICANCE STATEMENT

The Waurn Ponds Hotel Stables at 20 Marendaz Road, Waurn Ponds is historically significant for its association with pastoral development particularly local farming settlement. (Criterion A). The Stables and surrounds are of scientific significance for its archaeological research potential to increase understanding of post contact occupation in the area (Criterion C). The Stables is aesthetically significant as a vernacular and functional building of the mid nineteenth century (Criterion E). The Waurn Ponds Hotel Stables is significant for its association with publican and landowner Charles Simmons. (Criterion H).

WHAT IS SIGNIFICANT?

The Waurn Ponds Hotel Stables is a single storey red brick commercial outbuilding with a hipped roof constructed in a vernacular style in 1856. The significant features of the place are:

- Hipped roof clad in lapped sheets of galvanised corrugated iron.
- Two unusual, pointed arch openings on the eastern elevation, which were likely to have originally been fixed vents or shutters.
- Unpainted, handmade bricks.
- Structural iron S-ties.
- Potential for archaeological research including evidence of four previous structures associated with the hotel complex and artefact scatters such as old farming equipment.
- Visibility of the place from Marendaz Road and Waurn Ponds Drive

Features that are not of significance are:

- A large opening in the east wall, possibly a mid C20th change to accommodate a motor vehicle.
- Temporary timber structure within the opening on the eastern elevation

HOW IS IT SIGNIFICANT?

The Waurn Ponds Hotel Stables is of aesthetic, historical, scientific, and associative significance (Criteria A, C, E & H) to the City of Greater Geelong.

WHY IS IT SIGNIFICANT?

The Waurn Ponds Hotel Stables is significant as a rare example demonstrating the growth of local farming settlements from the mid-19th century and the early development of licenced premises to service the resident populace and travellers along Colac Road. (Criterion A).

The site has potential for archaeological research due to structures such as the hotel and other outbuildings that were extant in 1856 when the Waurn Ponds Hotel was operating. Further research will increase understanding of the post contact history of European occupation and cultural history of the area, particularly as the site of an early inn. (Criterion C).

The Waurn Ponds Hotel stables are a modest-sized vernacular stable from the mid-19th century but of particular interest as a brick structure when most stables around that time were likely timber, and includes unusual, pointed arch openings of uncertain origin and function. (Criterion E).

The Waurn Ponds Hotel is associated with Charles Simmons, a well-known colonist and landowner who was on the board of patrons for the Non-Vested National School at Waurn Ponds. (Criterion H).

WHO ARE THE TRADITIONAL OWNERS/REGISTERED ABORIGINAL PARTY FOR THIS PLACE?

The place is located on traditional land of the Wadawurrung people. The Registered Aboriginal Party (RAP) under the Aboriginal Heritage Act 2006 for this land is Wadawurrung Traditional Owner Aboriginal Corporation (WTOAC).

HERITAGE PLACE ASSESSMENT

PHYSICAL DESCRIPTION

The Waurn Ponds Hotel Stables is located on a large rural block on the corner of Marendaz Road and Waurn Ponds Drive. The current parcel of land is 234ha.

The single storey unpainted red brick outbuilding built in 1856 in a vernacular style has a hipped roof of lapped galvanised corrugated iron and measures approximately 12.3 X 5m. There are two unusual, pointed arch openings on the eastern elevation, which were likely to have originally been fixed vents or shutters.

There is a large opening on the east elevation which was possibly a mid-20th century adaptation to accommodate vehicles.

Both end walls have subsided causing substantial deformation. Plants have penetrated external walls on the north elevation.



Figure 3: Stables, east elevation showing hipped roof, structural iron S-ties and pointed arch openings.
Source: David Scott, City of Greater Geelong, 2022.



Figure 4: Stables, east elevation showing later opening, temporary door barrier, fencing and site rubble.
Source: David Scott, City of Greater Geelong, 2022



Figure 5: Stables, north elevation showing wall subsidence, and penetration of external walls by plants.
Source: David Scott, City of Greater Geelong, 2022.

PLACE HISTORY

Contextual History[1]

The subject site occupies the traditional land of the Wadawurrung people.

Prior to European exploration and colonisation and for at least 45,000 years, the land now known as the City of Greater Geelong was the land of the Wadawurrung Aboriginal people. The name of this language group traditionally meant 'the people who belong to the water', in reference to the rivers, creeks, lagoons and other water sources within the Wadawurrung boundary.

The earliest European exploration of the Greater Geelong area was by sea with only occasional forays ashore, including Lieutenant John Murray in 1802, Captain Matthew Flinders in the same year, and both Charles Grimes, acting surveyor-general, and Lieutenant Tuckey in 1803. The next explorers, Hamilton Hume and William Hovell came overland from Lake George in New South Wales in 1824, then in 1835 John Batman carried out more exploration. European settlement began in June 1836 when settlers arrived from Launceston, Tasmania giving rise to the rapid pastoralisation of Greater Geelong during the 1830s and early 1840s.

From the beginning the Wadawurrung people were dispossessed of their traditional land use practices, food gathering and customs, and coupled with the introduction of European diseases, the local population of the Wadawurrung was decimated.

Thematic Place History

The subject site is part of Crown Allotment I, Section IX, Parish of Duneed, County of Grant.

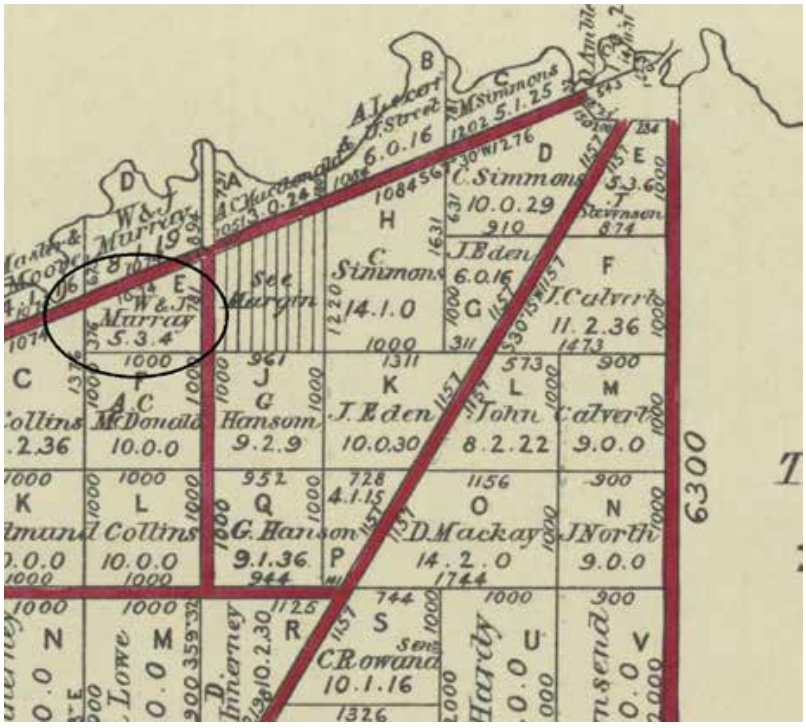


Figure 6: Location site of Waurn Ponds Hotel, Parish of Duneed
Source: VPRS 8168/P0002, ND., Public Records Office Victoria

[1] The Contextual History has been drawn from Rowe, D., *About Corayo: A Thematic History of Greater Geelong*, City of Greater Geelong, 2021. Pages 67, 72-75 and 81.

The main themes relating to the Waurn Ponds Hotel and archaeological site, referring to Heritage Victoria's *Framework of Historical Themes* (2010), are:

Development of Waurn Ponds as a settlement (Historic Theme 6)

The earliest European occupation of Waurn Ponds was the establishment of an inn by Martin Priest on the north bank of the Waurn Ponds Creek in 1846. Further European development came in 1848 when David Pettavel, a pioneer vigneron, established the Victoria Vineyard.

In 1886 Waurn Ponds was described as a prettily situated postal township with one church and one state school. Up to 1880 it had been sustained by the viticulture industry however the other industry which maintained commercial viability at Waurn Ponds was quarrying.

While Waurn Ponds remained a farming area throughout the first half of the 20th century, the beginning of major transformation into a suburb of Geelong began with the educational developments in Pigdons Road. By 2016, Waurn Ponds had experienced substantial change, with the construction of the Geelong Ring Road, major shopping centres and hundreds of dwellings constructed following numerous subdivisions of previous rural allotments.[2]

Mid-nineteenth century hotels and publicans (Historic Theme 5)

By 1854, the greater Geelong area boasted at least 70 hotels. These buildings were strategically situated along the main thoroughfares into and out of Geelong and outlying townships and centres; at river and ford crossings; and at seaside resorts.[3]

With increased population of the area due to establishment of quarries, orchards, and vineyards the number of hotels grew providing necessary beverage, food, and accommodation. Hotels were the earlier public centres for social gatherings, political meetings, club meetings, church services and concerts.[4]

In 1859 there were over 50 country applications for publicans' licences[5] including Victoria Inn (Esther Priest) and Charles Simmons, Waurn Ponds Hotel. There were a further 3 in Ceres, 2 in the Barrabool Hills, and another on the Colac Road.

Waurn Ponds Inn and Charles Simmons (Historic Theme 5)

William Murray established Waurn Ponds Inn in 1856 which most likely included the stable building.

Charles Simmons (1814-1894) and his wife Elizabeth immigrated to Australia from Norfolk, England to join his parents and in 1859[6], applied for and was granted the licence for the Waurn Ponds Inn which he held for 17 years. The Waurn Ponds Hotel site is shown on an 1863 Geological Survey Map and an 1869 plan of an adjoining subdivision shows five buildings on the Hotel site in 1869 during the period of Charles Simmon's ownership. (Figure 5).

Simmons had other land holdings in the area which he farmed until his death in 1894, including a brick homestead now located at 35 Lemins Road, Waurn Ponds. Described as a "respected" and "well-known" colonist, Simmons was a member of the Board of Local Patrons of the non-vested National School from 1861[7].

In 1899 it was reported that "The place is still in existence and is now known as the late Col. Conran's property."[8] This suggests that the inn and stable building were by then closed and subsumed into a larger site.

[2] Ibid, page 834-835.

[3] Op sit Rowe, D., page 621.

[4] Op sit Rowe, D., page 622.

[5] Country Applications for Publicans' Licences, *Geelong Advertiser*, 8 April 1859.

[6] 'Country Licences', *Geelong Advertiser*, 20 April 1859.

[7] Education Department of Victoria & Blake, L.J., *Vision and Realisation: a centenary history of the state education department in Victoria*, Education Department of Victoria, Melbourne, 1973.

[8] Hammond, W. M., 'The Early History of the Barrabool Hills Part III, *Geelong Advertiser*, 7 January 1899.

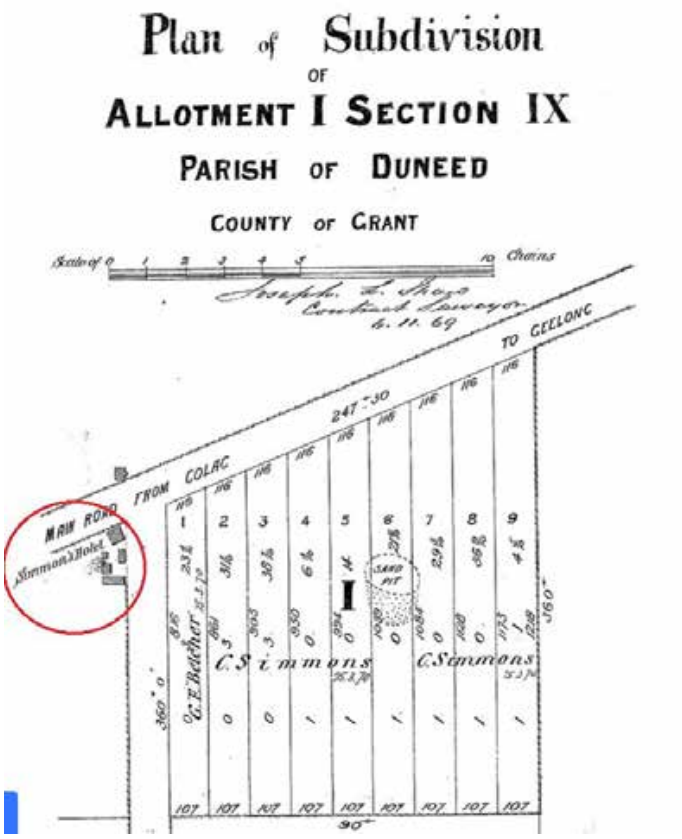


Figure 5: Plan of Subdivision c1869 showing Simmon's Hotel.
Five structures associated with Simmons Hotel shown at left, not to scale.
Hotel proper likely to be uppermost square building fronting road.
Stables is probably one of the outbuildings below this or may not be shown at all.
Source: Mount Duneed History Group https:/mdpa.weebly.com

INTEGRITY

Physically, the stables are a standing ruin in poor condition. The brick walls have weathered unevenly which suggests that the bricks may have been handmade and fired unevenly and/or water damage has occurred due to inadequate drainage causing falling and rising damp.

There is evidence of periodic repointing with cement mortar and spreading salt attack to the pointing and bricks. Both end walls have subsided causing substantial deformation. Plants have penetrated external walls particularly on the north side of the stables.

COMPARATIVE ANALYSIS

With the increased population in rural areas associated with the establishment of quarries, orchards and vineyards in the 19th century, the number of hotels grew providing necessary beverage, food, and accommodation for workers.

The stable is a rare surviving example of a mid-19th century hotel complex.



Old Swan Inn stable ruins
Source: Victorian Heritage Database. Accessed 9 October 2023.

Old Swan Inn, 1843
4 Hamilton Highway, Fyansford
VHR HO267 I HO4
The Old Swan Inn site comprises stable ruins, archaeological deposits, and artefacts. Unlike the Waurn Ponds Hotel site, the Inn includes extant buildings. Both sites are located in semi-rural locations that have not been subsumed or significantly altered over time.
At Fyansford, one of the earliest vineyards and orchards where vestiges may survive on west bank of the Moorabool River, established in early 1850s.



Source: https://www.fyansford.com. Accessed 5 February 2024

Former Junction/Keens Hotel Ruins, 1852c
5 Fyansford-Gheringhap Roads, Fyansford
HO 1736
The ruins of the Junction Hotel (outbuildings and hotel footings) are comparable to the Waurn Ponds Hotel as rare surviving examples of the early hotel trade in Fyansford and Waurn Ponds. The built forms and archaeological potential of the two sites can be compared although constructed of different materials.



Bluestone Outbuilding, 1860c.
Source: David Scott, City of Greater Geelong, 2022

Bluestone Outbuilding, 1860c
10 Lemins Road, Waurn Ponds
The Bluestone Outbuilding has a hipped roof, clad in galvanised iron typical of outbuildings of the mid-19th century. It is a rare example of a vernacular outbuilding made of random rubble stone construction. The Outbuilding is associated with the growth of the area and arrival of Swiss vignerons and vineyards in the Waurn Ponds area.

This place is currently not on the HO but is being considered for inclusion.



Source: David Rowe, 1998

Former Blacksmith's Shop, 1848
75 Kingsbury Lane, Waurn Ponds
The blacksmith's shop is associated with David Pettavel and his Victoria Vineyard. The gable roof glad in galvanised corrugated iron and course random rubble stone construction is comparable to the outbuilding at Lemins Road.

This place is currently not on the HO but is being considered for inclusion

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SCOPE TO ASSESSMENT

1. Access to the heritage place was limited to a visual inspection from the public domain.
2. Condition and site modification assessment was limited to a visual inspection undertaken from the public domain.
3. The historical notes for this assessment are not considered to be an exhaustive history of the site.

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CITY OF GREATER GEELONG

LOCATION DETAILS & HERITAGE OVERLAY

Heritage Place:	**'Sunnyside'**	**UPI:**
Address:	128-138 Tannery Road, Charlemont	
Traditional Owners:	Wadawurrung Traditional Owner Aboriginal Corporation	
Significant date range:	1852c - 1892	
Architectural style:	Late Victorian I Queen Anne	
Typology:	Homestead	
Assessed by:	Janine Barrand, Heritage Project Officer	
Peer reviewed by:	David Scott, Built Heritage Coordinator	



Figure 1: Proposed Heritage Overlay Area. Source: Places Weave Nearmap, 2022

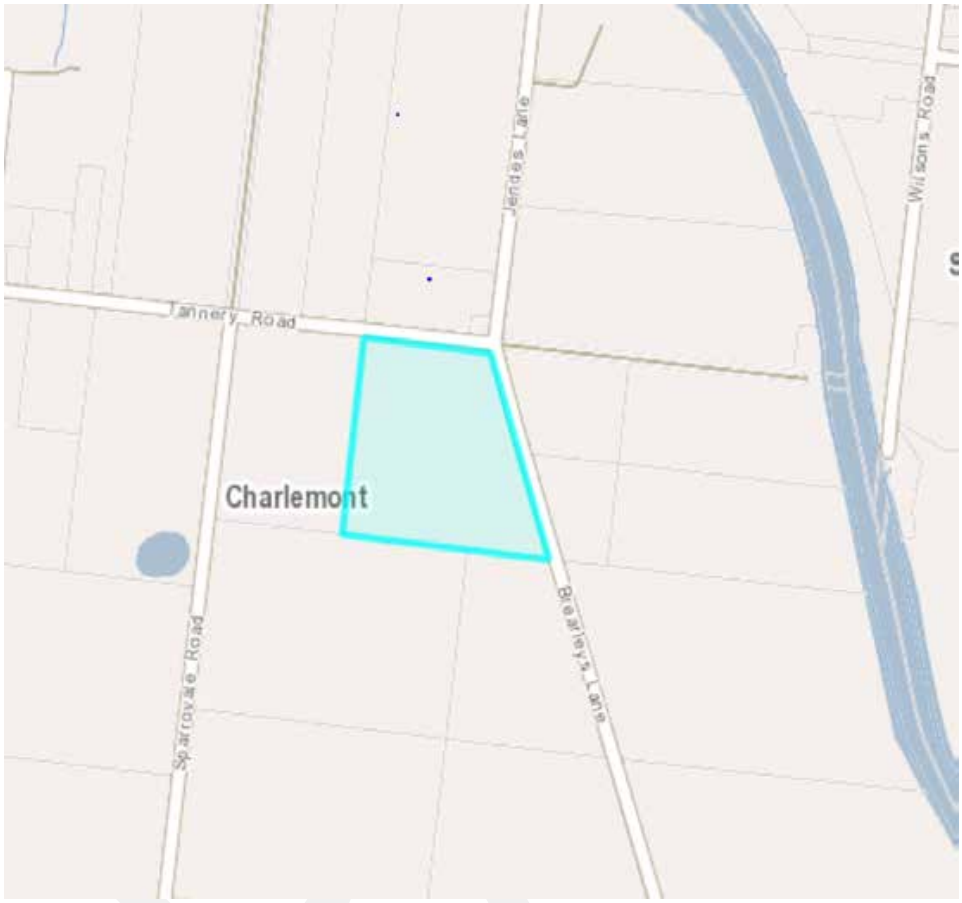


Figure 2: Location site of subject dwelling. Source: Places Weave Map View, 2023

STATEMENT OF SIGNIFICANCE

SIGNIFICANCE STATEMENT

'Sunnyside' at 128-138 Tannery Road, Charlemont is of aesthetic significance as a substantial rural homestead in the Late Victorian, Queen Anne style located in a parkland setting with exotic tree plantings (Criterion E) and of historic significance for its ability to demonstrate industrial history and the development of farming along the Barwon River (Criterion A). 'Sunnyside' is significant due its association with architects Laird and Barlow, farmer Thomas Vaughan and George Gardiner owner of Marshalltown Oil and Glue Factory (Criterion H).

WHAT IS SIGNIFICANT?

'Sunnyside' is a single storey masonry homestead in the Late Victorian and Queen Anne styles, built in 1892. The significant features of the place are:

- The original homestead with solid brick wall construction in red face brick with large octagonal bay forms on the end walls, and four substantial, corbelled brick Federation-style chimneys.
- The twin-gambrel roof form clad in slate integrating lengthy verandahs on two sides on the Tannery Road frontage
- Timber roof joinery including gablets, finials, and exposed rafters under the eaves, turned timber verandah columns, decorative fretwork, verandah brackets and valances.
- Timber framed double hung windows arranged singularly and symmetrically on the Tannery Road frontage and projecting bays on the Brearley's Lane frontage; and two four panelled timber doors with side and highlights.
- Substantial numbers of exotic trees around the homestead, including a row of pine trees, a large Canary Island Palm and evidence of an early 20th garden design at the west side of the homestead.
- The open grassed reserve between the front of the homestead and Tannery Road which provides for prominent views of the homestead across an open foreground setting and outlook from the homestead to the road.
- The AFL field between the homestead and Tannery Road may possess some local social value as a place of group recreation and gathering; this has not yet been ascertained.

Features that are not of significance are:

- Late- 20th century additions including the swimming pool and summer house (northern garden) and sheds and outbuildings (west of the homestead)
- Fences.

HOW IS IT SIGNIFICANT?

'Sunnyside' is of aesthetic significance (Criterion E), historic significance (Criterion A) and associative significance (Criterion H) to the City of Greater Geelong.

WHY IS IT SIGNIFICANT?

'Sunnyside' is significant for its substantial size and Late Victorian Queen Anne architectural detailing, as designed by architects Laird and Barlow, well-known Geelong architects. The viewscapes from Tannery Road and row of pine tree trees, Canary Island Palm and evidence of early 20th century garden design are significant due to their ability to demonstrate the original landscape properties of the place. (Criterion E).

'Sunnyside' is significant for its association with nineteenth and early-twentieth century farming and industrial development of Marshalltown, which is reinforced by the nearby proximity of surviving industrial sites at 'Barwonside' and 'Greenbank' . Most surviving dwellings of this period in the outer areas of the City are associated with farming, thus 'Sunnyside' is one ofvery few directly associated with industrial development. (Criterion A).

The residence is closely associated with the farming and industrial history of the area and several notable owners including George Gardiner, proprietor of the Marshalltown Oil and Glue Factory, who also owned 'Barwonside' where he established Victoria Tannery and Bone Mill. Gardiner resided at 'Sunnyside' for nine years using it as the main headquarters of his local business operations as well as his family home. (Criterion H).

WHO ARE THE TRADITIONAL OWNERS/REGISTERED ABORIGINAL PARTY FOR THIS PLACE?

The place is located on traditional land of the Wadawurrung people. The Registered Aboriginal Party (RAP) under the Aboriginal Heritage Act 2006 for this land is Wadawurrung Traditional Owner Aboriginal Corporation (WTOAC).

HERITAGE PLACE ASSESSMENT

PHYSICAL DESCRIPTION

'Sunnyside' is located on a rural allotment on the corner of Tannery Road and Brearley Lane, Charlemont. The current allotment is 83,800 m2.

The single storey homestead built in 1892 in the Late Victorian Queen Anne styles has two gambrel roof wings with a connecting central section in a 'H'-like plan form, of total area ~430m2. The primary façade faces east to Brearley's Lane, where each gambrel wink has a half-octagonal projecting bay and the central section a full width roofed verandah with formal entry doors, including sidelights and highlights, at the centre.

The façade facing north to Tannery Road has a full width covered verandah with another set of formal entry doors and lights at its centre, which leads out to the AFL and cricket fields.

There is bluestone exterior wall evident on the south side of the homestead (as seen from Brearley's Lane) which may be a remnant wall from the original c.1852 house or demonstrate a later construction in which the original house's bluestone was re-used.

Landscaped garden areas with an organic gravel pathway pattern adjoin the two formal facades. The eastern garden is dominated by a late-C20th tennis cum basketball court (no significance), the northern garden has a small late C20th swimming pool and summer house (no significance). A 3.6 x 2.4m weatherboard garden shed of early-mid C20th origin is situated in the northern part of the garden.

At the west side of the homestead are several large late-C20th sheds and outbuildings (no significance), situated around a tree-lined driveway loop – which has likely always been the main access drive into the homestead. A small rectilinear kitchen produce garden(?) sits between the driveway and rear of the homestead, and at this location is a large Canary Island Palm.

Between the northern garden and Tannery Road is a 100 x 80m grassed AFL field with timber goal posts and a synthetic cricket practice wicket offset to the southern side. The eastern goal posts sit within the road reserve; and it appears to all purposes as the local community sports field, but whether the owners of 'Sunnyside' have previously or currently share use of the field with the community is unclear. This field is labelled 'Homestead Park' in the North-eastern Industrial Precinct of the Armstrong Creek Urban Growth Zone.



Figure 3: Site overview
Source: Places Weave Nearmap, 2022



Figure 4: East elevation showing open reserve setting and Canary Island Palm.
Source: David Scott, City of Greater Geelong, 2022



Figure 5: East elevation showing remnant bluestone construction.
Source: David Scott, City of Greater Geelong, 2022



Figure 6: Early-mid C20th Garden shed situated north of homestead.
Source: David Scott, City of Greater Geelong, 2022

PLACE HISTORY

Contextual History[1]

The subject site occupies the traditional land of the Wadawurrung people.

Prior to European exploration and colonisation and for at least 45,000 years, the land now known as the City of Greater Geelong was the land of the Wadawurrung Aboriginal people. The name of this language group traditionally meant 'the people who belong to the water', in reference to the rivers, creeks, lagoons and other water sources within the Wadawurrung boundary.

The earliest European exploration of the Greater Geelong area was by sea with only occasional forays ashore, including Lieutenant John Murray in 1802, Captain Matthew Flinders in the same year, and both Charles Grimes, acting surveyor-general, and Lieutenant Tuckey in 1803. The next explorers, Hamilton Hume and William Hovell came overland from Lake George in New South Wales in 1824, then in 1835 John Batman carried out more exploration. European settlement began in June 1836 when settlers arrived from Launceston, Tasmania giving rise to the rapid pastoralisation of Greater Geelong during the 1830s and early 1840s.

The 1840s and early 1850s saw the creation of Geelong's first industries including flour mills, and limekilns, and secondary industries associated with sheep and cattle. The Barwon River between Marshall and Newtown provided a water supply and a conduit for the waste produced in each of these industries. The key establishments included boiling down works for the production of tallow (for making candles and soap); fellmongeries for the sale of sheep skins; tanneries (for manufacturing leather); and wool scourers (for the cleaning of wool).

From the beginning the Wadawurrung people were dispossessed of their traditional land use practices, food gathering and customs, and coupled with the introduction of European diseases, the local population of the Wadawurrung was decimated.

[1] The Contextual History has been drawn from Rowe, D., *About Corayo: A Thematic History of Geelong,* City of Greater Geelong, 2021, pp: 67, 72-75 and 81.

Thematic Place History

The subject site is part of Crown Allotment 13, Section IV Parish of Connewarre. County of Grant.

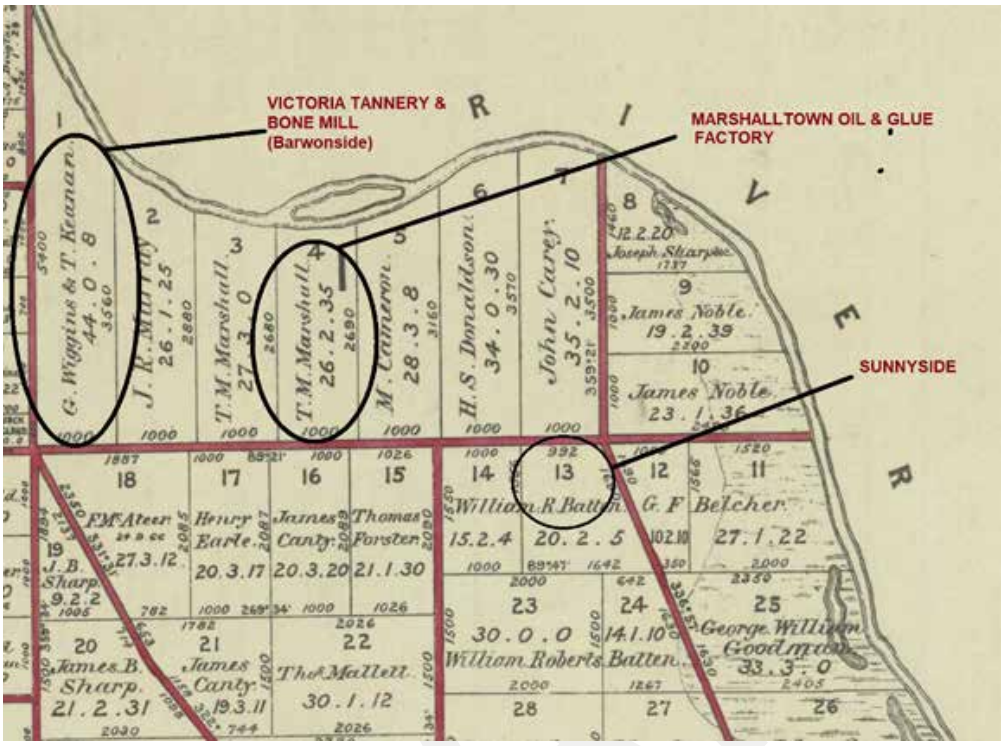


Figure 7: Connewarre County of Grant, Department of Lands and Survey, J. Noone, 1878
The map shows the relationship to 'Sunnyside' and George Gardiner's industrial sites.
Source: Public Record Office Victoria (VPRS8168)

The main themes relating to 'Sunnyside', referring to Heritage Victoria's *Framework of Historical Themes* (2010), are:

Transformation of Breakwater, Connewarre, and Marshalltown (Historic Themes 5 & 6)

Once known by Europeans as Breakwater and Connewarre, and Marshalltown, this locality was an important industrial area from the mid-19th century given its proximity to the Barwon River. It was here that there were several tanneries including Australian Tannery, Victoria Tannery, and Bone Mill, and Barwonside Woolscouring and Fellmongery Works. In 1890 Marshall had a population of 225. By 1929 the tanneries were closed, ending Marshall's association with the industry.

From 1886 the area had been served by a railway siding which was first known as Connewarre but was renamed Marshall in 1907 - it closed in 1964. There had also been a branch line to serve the neighbouring Geelong Racecourse from 1878 to 1906 when the course was shifted to its present site. The branch railway was then dismantled in 1909 and the racecourse land was handed over to the Geelong Harbor Trust, formed in 1905, which developed it as Sparrovale Farm.

In 1912 a temporary pipe factory was established at Marshall for the manufacture of ovoid reinforced concrete pipes used in the major ocean outfall scheme of the Geelong Waterworks and Sewerage Trust. An aqueduct of similar inventive construction by E.G. Stone and E.J. Siddeley was also built over the Barwon River at Marshall at this time.

In recent years, parts of Marshall have witnessed substantial suburban residential development and the construction of a railway station off Marshalltown Road which opened in 2004.

In May 2008, the City of Greater Geelong adopted the Armstrong Creek Urban Growth Plan. Amended in 2010, this Plan provided a framework for the major transformation of parts of Marshall, Connewarre, and Mount Duneed into Greater Geelong's first and largest master planned residential community.[2]

[2] Ibid. Pages 778 – 780.

The land appears to have been first owned by Thomas Mulcaster Marshall (1790-1866) in c.1855. Marshall, a Geelong wool merchant, and land commission agent had taken up several large allotments on the south side of the bank of the Barwon River below the Breakwater where he ran sheep before selling the land to Alfred Douglass.

Farmer William Roberts Batten and the original bluestone homestead (Historic Themes 4 & 7)

In 1855 farmer William Roberts Batten (1815-1884) purchased 4 blocks in Section 1 in the Parish of Connewarre from the Crown[3] which were located on the corner of Brearley's Lane, and Sparrovale and Tannery Roads. 'Sunnyside' was built as a bluestone residence by Batten in the 1850s.

An 1864 sale notice described 'Sunnyside' as an 'Improved Farm' and 'Excellent Stone-Built Residence' with 'the whole of the property being enclosed with a substantial post and three-railed fence.'[4]

By 1865 'Sunnyside' was in the hands of Judge Charles Babington Brewer (1816-1868), Judge of County Court of Geelong. When Brewer relocated to Melbourne, 82 acres including the residence were auctioned, the notice describing 'Sunnyside' as a 'substantially built bluestone residence and containing in addition to the entrance hall 8 feet wide, and passage 6 feet wide', dining and drawing rooms with bay windows, 3 bedrooms, 'store, pantry, storeroom, kitchen, servants' room and washhouse, and all necessary out-offices, stables, coach house and groom's room'. The garden was described as well stocked with shrubbery. 'There is also a well-built under-ground tank holding 14,000 gallons.'[5]



Figure 8: Judge Charles Babington Brewer c.1842
Collection: Auckland Museum

The origin of the name 'Sunnyside' is unknown. There is no direct connection with the Sunnyside Wool Scour Company located in Breakwater.

Farmer Thomas Vaughan and design of 'Sunnyside' by Laird and Barlow (Historic Themes 4 & 9)

While there were several owners of 'Sunnyside' following Babington's tenure, it was farmer Thomas Vaughan (c.1829-1897) who made the most significant change to the residence. In 1892 Vaughan appointed local architects Laird and Barlow to take down the old house and design a large brick residence on the site with tenders invited for its erection in 1892.[6] The extent of the re-use of bluestones from the original 1950s residence is unknown.

[3] 'Government Land Sales', Geelong Advertiser, Monday 23 July 1855

[4] 'FOR POSITIVE SALE. Improved Farm', Geelong Advertiser, Friday 17 June 1864

[5] 'Sunnyside', Geelong Advertiser, 14 September 1867

[6] 'Laird and Barlow, A.R.V.I.A, Geelong Advertiser, 22 September 1892 and Laird and Barlow Contract Book Index 1890-1892 GRS 210, Geelong Heritage Centre Collection.

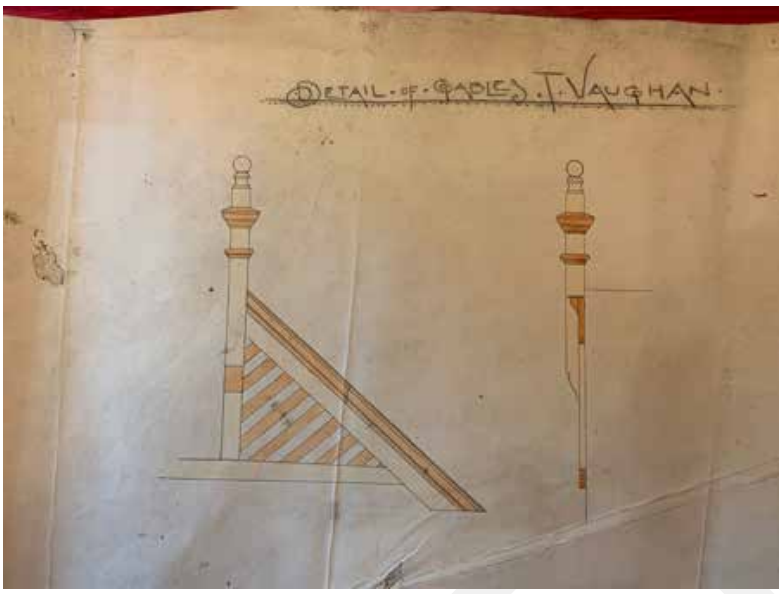


Figure 9: 'Sunnyside' gable detail, architectural drawing by Laird and Buchan, 1892
Geelong Heritage Centre I GRS2269/0059

Ownership by George Gardiner, Victoria Tannery & Bone Mill (Historic Theme 5)

When 'Sunnyside' was advertised for sale following Vaughan's death at the residence in 1897, it was described as a 'Handsome brick residence and 100 acres, situated in Marshalltown.'[7] 'The house contains 12 rooms, stabling, coach-house and every convenience, fruit and flower gardens, &c.'[8]

'Sunnyside' was sold to George Gardiner (1845-1911) in 1898. A well-known and successful local business owner Gardiner was described as 'One of the most prominent figures associated with the progress of the Industries in Geelong'[9]. He was an entrepreneurial figure who built a successful business empire beginning with the manufacturing of oil, followed by glue, the construction of a tannery, and a further extension into fertilisers, his most famous known as the 'Magic' Bone Dust.



Figure 10: George Gardiner n.d.
Source: W. Watts, South Barwon Shire Council, c.1900
Accession H38330, State Library of Victoria.

[7] 'Advertising', *Geelong Advertiser*, 11 September 1897.
[8] 'For Private Sale', *Leader*, Melbourne, 26 October 1897.
[9] 'Mr. G. Gardiner's Victoria Tannery', *The Leader Supplement*, Geelong, Saturday 3 June 1899.

George Gardiner's original establishment the Marshalltown Oil & Glue Factory which he had opened in 1873,[10] was badly damaged in a fire in 1894. 'The buildings constituting the factory were of extensive dimensions and being constructed of weatherboards of a highly flammable description, the conflagration illumined the whole of the district.'[11] Within a year he had rebuilt and re-opened his factory erecting new buildings and machinery and renaming it the Victoria Tannery & Bone Mill. In 1901-02, while the owner of 'Sunnyside' Gardiner purchased 'Barwonside' from Alfred Douglass further extending his operations in Marshall.

The wedding celebrations of Gardiner's daughter were held at 'Sunnyside' in 1898. A report describes that an 'adjournment was made to the ballroom, where dancing was kept up till midnight.' And an event the following evening with all the employees of Mr Gardiner's Victoria Tannery and Works repairing to 'the spacious drawing room, where the assemblage were kindly entertained for a few hours by members of Mr Gardiner's family.'[12]

George Gardiner stood for election for South Barwon Council in 1874 serving for a total of 24 years. He was President in 1897 and 1906. Gardiner sold 'Sunnyside' in 1907.



Figure 11: Mr G. Gardiner's Victoria Tannery'
Source: *The Leader Supplement*, Geelong, Saturday 3 June 1899

INTEGRITY

The homestead is substantially intact retaining its original overall form and composition. Its red face brick construction materials, twin-gambrel roof form, corbelled brick chimneys, timber roof and verandah columns, fretwork, brackets and valances, and projecting bays with double hung windows are discernible.

The extent of bluestone construction dating from the original 1852c homestead, and possible underground tank, surviving outbuildings and nineteenth century garden remnants described in contemporaneous auction records will require a site visit to determine overall building fabric and the extent of any modifications.

[10] Prior to establishing his own business, George Gardiner was in partnership with Joseph Brearley, an arrangement terminated by mutual consent in 1892.

[11] 'Extensive fire at Marshalltown. Mr Geo. Gardiner's Glue and Oil Factory Destroyed', *Geelong Advertiser*, Friday 30 March 1894.

[12] 'A Marshalltown Wedding', *Geelong Advertiser*, 11 April 1898.

COMPARATIVE ANALYSIS

Historically, Crown Land at Marshall (including the area now known as Charlemont) in the 1850s and 1860s brought about the creation of a number of farms for grazing and pasture as well as properties associated with tanning and other industries beside the Barwon River.

Most of the surviving dwellings of the 19th and early 20th centuries in the Marshall area are associated with farming, with few directly associated with 19th century industrial development. 'Sunnyside' is significant due to its historical association with both farming and industry in the local area. It is also a rare example of a dwelling designed by Laird and Buchan in a semi-rural location.

'Sunnyside' may be compared to the following properties that share a similar historical background through association with Geelong's growth as an industrial and commercial centre. Like 'Sunnyside', two of the comparators were designed by Laird and Barlow and Laird and Buchan, sharing some architectural similarities.



Source: Google Street View, 2023

'Rosnashane', date
11 Aberdeen Street, Newtown
HO1206
An architecturally significant example of one of a number of large brick Edwardian residences designed for prominent Geelong industrialists by Laird and Barlow. It has local historical significance for its association with Captain George Moore Strong, a well-known local auctioneer with a military background.



Source: Google Street View, 2024

Residence, date
155 Yarra Street
HO1196
An early design by Laird and Buchan using both Queen Anne and Federation Bungalow detailing. The joinery including decorative fretwork, veranda brackets and valances are comparable with 'Sunnyside'. It is associated with Ward Nicholson, owner of the regionally important Humble and Nicholson foundry.



Source: Geelong Region Historic Buildings & Objects Study Vol. 2, Allan Willingham, 1986

House, former Haworth residence, 1869/70
116 Tanner Street, Breakwater
HO52
Designed by architect William Grundy and built in the picturesque gothic style. It was built for Geelong tanner, F. Haworth, proprietor of Geelong Tannery. The location of the two places near the Barwon River, and association with an early tannery is comparable to 'Sunnyside'

REFERENCES

Rowe, D. & Huddle, L., Geelong Outer Areas Heritage Study: Stage 2. Vol. 16 of 16. Record Sheets of Heritage Places, City of Greater Geelong, 1998 – 2000.

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Threlfall, G., 'William Roberts Batten', Mount Duneed History Group, Blog Post, 16 August 2017
William Batten (weebly.com)

Smith, W., *Sand, Fireworks, and boxthorn: the history of Breakwater and area*, Geelong Historical Society, 2013

'Government Land Sales', Geelong Advertiser, 23 July 1855.

Extensive fire at Marshalltown. Mr Geo. Gardiner's Glue and Oil Factory Destroyed', *Geelong Advertiser*, Friday 30 March 1894.

'Advertising. By Neil Campbell', *Geelong Advertiser*, 11 September 1897 (Estate of the late Thos. Vaughan, to sell by auction – Lot 1 "Sunnyside").

'Banquet to Ex-Councillor Batten', *Geelong Advertiser*, 22 September 1886.

'Mr. G. Gardiner's Victoria Tannery', *The Leader Supplement*, Geelong, 3 June 1899.

SCOPE TO ASSESSMENT

1. The historical notes provided for this assessment are not considered to be an exhaustive history of the site.

DRAFT

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CITY OF GREATER GEELONG

PLACE NAME : Dwelling

ADDRESS : 19 Mornane Road, Marshall

STATEMENT OF SIGNIFICANCE:

What is Significant?

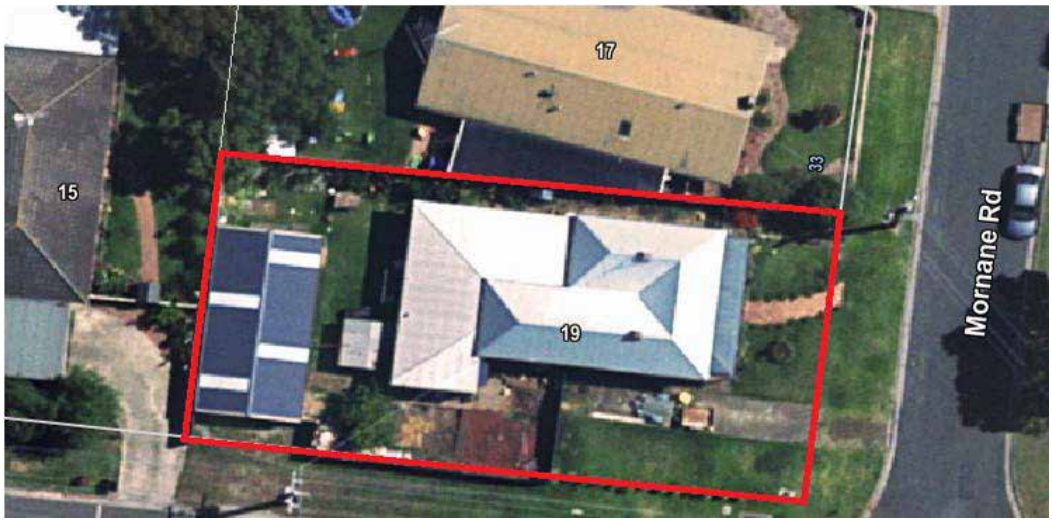
The dwelling at 19 Mornane Road, Marshall, has significance for its historical associations with worker's dwellings connected with the former 19th century industries south of the Barwon River, and more particularly for its associations with the Field family and especially James Frederick Field whose memory is bestowed in the name of the adjacent Play Park at 1 Marshalltown Road. Built in 1904-05 for Charles Ryder Field, an oil maker probably employed at Charles Gardiner's oil and glue factory that was located at 128 Tannery Road, the dwelling was the home of the Field family who contributed much to the life and witness of St. Cuthbert's Anglican Church that was previously situated on the J.F. Field Play Park until the late 1980s. James Frederick Field (c.1910-1972) was a long serving member of St. Cuthbert's Church, serving as Secretary and People's Warden, as well as a member of the St. Cuthbert's Tennis Club. With the closure of the Church in 1982 and the relocation of the old Church building to Cobbin Farm, Grovedale, the former Church site became a recreation ground that was named in honour of J.F. Field. The dwelling appears to be in good condition and while the chimneys, front windows and verandah valance have been altered, the historical significance is embodied in the surviving Late Victorian style building fabric.

How is it Significant?

The dwelling at 19 Mornane Road, Marshall, is historically significant at a LOCAL level.

Why is it Significant?

The dwelling at 19 Mornane Road is historically significant for its associations with residential development resulting from the industrial progress at Marshall near the Barwon River from the 19th century (Criterion A). Built in 1904-05, the dwelling is a rare surviving example of a worker's cottage, the original owner, Charles Ryder Field, an oil maker, probably having been employed at the nearby oil and glue factory operated by Charles Gardiner. The dwelling is also historically significant for its associations with the Field family and particularly James Frederick Field (c.1910-1972) who contributed much to local community life and especially the development and witness of St. Cuthbert's Anglican Church that was situated on the adjacent reserve (now a Play Park) at 1 Marshalltown Road (Criterion H). The high esteem of J.F. Field held by parishioners of St. Cuthbert's Church led to the naming of the Play Park to his memory after the closure of the Church in the 1980s.



Proposed Heritage Overlay boundary – entire lot

PLACE NAME : Dwelling

ADDRESS : 19 Mornane Road, Marshall

DESCRIPTION

The dwelling at 19 Mornane Road, Marshall, is situated on a corner allotment having a frontage to Mornane Road, with views to J.F. Field Play Park opposite (east), with the southern side boundary fronting Marshalltown Road. The dwelling has a modest front setback characterised by an open grassed area punctuated by a recent brick pedestrian path flanked by recently planted lavender. There is a concrete driveway on the south side that leads to an introduced Colorbond deck fence towards the rear of the dwelling. This fence returns along the southern (Marshalltown Road) boundary). In the rear (west) portion of the site is a garden shed and a recent gabled Colorbond garage with vehicular access from Marshalltown Road.

The symmetrical, single storey, timber weatherboard, Late Victorian styled dwelling is characterised by a hipped roof form at the front and a hipped bullnosed front verandah, with double hipped roof forms behind. At the rear are shallower-pitched hipped roof additions that project beyond the southern wall plane of the original dwelling. These roof forms appear to be clad in corrugated zincalume. The symmetry of the front facade is defined by the original timber framed central front doorway with a four panelled timber door and sidelights and highlights, and the flanking introduced and paired timber framed double hung windows (which have replaced single two-paned timber framed double hung windows possibly in the late 1930s or early 1940s). The face red brick and cream chimneys also emphasise the symmetry of the design. These chimneys are early (possibly dating from the early 1900s) but they have been altered.

An early feature of the design is the front bullnosed verandah. It is supported by introduced square timber posts with introduced decorative brackets. These brackets have replaced the early timber fretwork valance shown in the attached photograph of 1998. The original timber verandah floor has also been removed and replaced with paving.

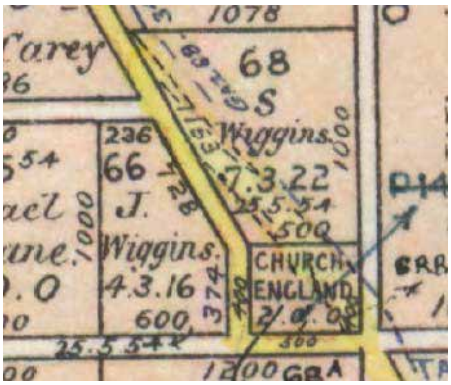
Other early features include the modest eaves with paired timber brackets and panelling between.

The aluminium framed windows on the south side of the dwelling visible from the public realm have been introduced.

Opportunities are available to reconstruct the early timber fretwork verandah (as shown in the photograph of 1998), front timber framed two paned double hung windows and the brick chimneys.



19 Mornane Road, 1 May 2013.



Connewarre Parish Plan showing lot 66 owned by J. Wiggins.
Source: VPRS161, Public Record Office Victoria.

PLACE NAME : Dwelling

ADDRESS : 19 Mornane Road, Marshall



19 Mornane Road, 19 May 1998. Source: D. Rowe & L. Huddle, 'Outer Areas Heritage Study Stage 2'.

HISTORY

General History of Marshall

(largely taken from Greater Geelong Outer Areas Heritage Study Thematic History)

Once known as Breakwater and Connewarre and Marshalltown, this locality was an important industrial area from the mid 19th century given its close proximity to the Barwon River. It was here that the Brearley Brothers established their Australian Tannery in 1852. It became the largest tannery in the southern hemisphere and had a work force of 50. It had its rivals - Gardiner's and Victoria tanneries and Barwonside fellmongery. In 1890 Marshall had a population of 225. Brearleys' closed in 1925 and the Victoria in 1929, ending Marshall's association with tanning.

From 1886 the area had been served by a railway siding which was first known as Connewarre but was renamed Marshall in 1907 - it closed in 1964. There had also been a branch line to serve the neighbouring Geelong Racecourse from 1878 to 1906 when the course was shifted to its present site. The branch railway was then dismantled in 1909.

The racecourse land was handed over to the Geelong Harbor Trust, formed in 1905, which developed it as Sparrovale Farm, named after E.R. Sparrow, auctioneer and secretary of the racing club. The development of Sparrovale Farm continued a tradition of farming in the Marshall area established in the 19th century. In 1908, the Journal of Agriculture described the Marshall and Connewarre area in an analysis of the newly created Sparrovale Farm as follows:

"... on the lower reaches of the Barwon River, about five miles south of Geelong ... which is known as Connewarre, there is a large area of several thousands of acres of low-lying ground that was apparently at one time a shallow bay into which the river emptied itself; but while, silting up gradually, has eventually been formed into swamps, through which the river slowly finds its ways to the sea. On either bank is water-logged land over which there is a slight tidal flow excepting when the river is in flood. Bordering on this are farms of various sizes that have been settled for quite a number of years. Some larger areas have been held by municipal and other corporations, and, at the northern end where a breakwater was constructed against the tide in 1841, there are several mills and factories treating such raw products as wool, hides, bark and the like."

When Michael Murnane opened the Breakwater Hotel at Marshall in 1856, the location was given as Connewarre; it remained in business until at least 1872. Another hotel, the Racecourse appeared at

PLACE NAME : Dwelling

ADDRESS : 19 Mornane Road, Marshall

Marshall in 1886 and survived into the post-World War II era; today Rice Village, a Catholic retirement scheme, occupies the site. A denominational school was established by the Church of England in 1851 and it also served as a church from 1852 until the separate St. Cuthbert's opened in 1871. The school was replaced by a vicarage in 1904 (it was destroyed by fire in 1938) and a new church was built in 1911; the old church was demolished eleven years later and a new Sunday School was built. St. Cuthbert's was sold in 1978 and in 1987 the Church building was relocated to Cobbin Farm, Grovedale; the Church land being sold to the City of South Barwon on the condition that it be transformed and retained as a Play Park.

Marshall's second school was opened as State School No. 3917 Ash's Hill in 1915. In 1922 it was renamed Marshall; in 1940 it was destroyed by fire and was rebuilt in the following year. It closed its doors in 1948, an indication of the declining population in the area at this time. In recent years, parts of Marshall have witnessed substantial suburban residential development and the construction of a railway station off Marshalltown Road.

History of the Dwelling at 19 Mornane Road

The property at 19 Mornane Road, Marshall, originally formed allotment 66 of Section 2 comprising 4 acres, 3 roods and 16 perches in the Parish of Connewarre. The first Crown Land purchaser was John Wiggins on 25 May 1854, although he appears to have occupied the land from as early as 1851. A farmer, Wiggins and his wife, Jane (nee Fountain), soon built a timber dwelling on the land which was then addressed as Mt Colite Road (Mt Colite being an early name for Barwon Heads). Upon his death in 1883, Wiggins' Real Estate Assets were listed in his Probate in 1884 - his property was described as "containing about 5 acres on which is erected a three roomed weatherboard house occupied by the widow of the deceased, the house is about 30 years old." Jane Wiggins continued to occupy the cottage until 1898. At this time, she appears to have relocated to Highton.

The South Barwon Rate Books for 1899-1900 listed Charles Ryder Field (c.1868-1953) as the owner of a cottage andland on part allotment 64 and allotment 66 of Section 2 in the Parish of Connewarre. This suggests that Field had purchased Mrs Wiggin's property. The Net Annual Value of Field's cottage and land was £8 in the 1902-04 Rate Books. The following year, 1904-05, the Rate Books gave the net annual value as £15, suggesting that the existing dwelling had been constructed at this time, replacing the earlier dwelling built in the 1850s by John Wiggins. The Edwardian era red and cream brick chimneys, although altered, also suggest that the dwelling was been built at this time.

The Field family first came to Marshalltown in the 1870s. The parents of Charles Field, James Frederick Field (c.1833-1905) and Mary (nee Kemp) (c.1834-1923) had emigrated from England. Field was first listed as a dairyman at St. Albans (near Moolap) in 1871, before being listed as a farmer and labourer at Marshalltown in 1876. They had seven children, with Charles Ryder Field being the fourth child. Charles Field married Sarah Ann Riley in 1902 and they had one child, James Frederick Field, who was born in c.1910. A clerk/accountant, J.F. Field married Gertrude (nee Seiffert) and they had a daughter, Bernice (Mrs O'Leary). J.F. and Gertrude Field resided at 19 Mornane Road until at least 1960 and possibly until J.F. Field's death in 1972. Upon his death, Field was recognised as a former committee member and life member of the Grovedale Cricket and Football Club.

The Field family contributed much to the life and witness of the neighbouring St. Cuthbert's Anglican Church opposite the family home at 19 Mornane Road throughout the 20th century. The esteem held to the Field family by the Church congregation was noted upon the death of Charles Field in 1953. As Joy Durran in the *History of St. Cuthbert's Church* states:

"the death of Mr Charles Ryder Field, a vestry man since 1899, was mentioned in high tribute to his loyal service. Members of the vestry stood in silence as a mark of respect to him."

Another early member of the Church was Jim Field (senior). He served as Secretary for 10 years between 1877 and 1887. His grandson, James Frederick Field was also a long serving member of St. Cuthbert's. He donated a notice board in memory of his parents, Charles and Sarah in 1953. His service to the Church included a term as Secretary between 1961 and 1972, Peoples' Warden in 1970, and involvement in the St. Cuthbert's Tennis Club. On his death in 1972, the Vestry, Guild and Parishioners of St.

PLACE NAME : Dwelling

ADDRESS : 19 Mornane Road, Marshall

Cuthbert's Church published a notice as "A tribute of respect to James Frederick (Jim) who gave a lifetime of devoted service to St. Cuthbert's Church of England, Marshall."

James Field's wife, Gertie Field, was Church Organist in 1942-1952, 1954-1958 and 1961-82, Sunday School Superintendent, Ladies' Guild office bearer and a member of the St. Cuthbert's Tennis Team.

A tennis pavilion at St. Cuthbert's was subsequently named in memory of James Field. After the opening of a new Anglican Church in Grovedale in 1982 and the relocation of the old Church building at Marshall to Cobbin Farm, Grovedale, in 1987, the Church land was sold to the City of South Barwon on the condition that it remain a recreation area. It was named the J.F. Field Play Park, in memory of James Frederick Field, formerly of 19 Mornane Road.

COMPARATIVE COMMENTS

Historically, the Crown Land sales of the land at Marshall (including the area now known as Charlemont) in the 1850s and 1860s brought about the creation of a number of farms for grazing and pasture as well as other properties associated with tanning and other industries beside the Barwon River. Most of the surviving dwellings of the 19th and early 20th centuries in the Marshall area are associated with farming, with few directly associated with 19th century industrial development. The dwelling at 19 Mornane Road is one of the few known Late Victorian dwellings with historical associations with the local industries in the area. In particular, given Charles Field's occupation as an oil maker, it would appear that he was employed at the nearby glue factory owned by George Gardiner from the c.1870s. Disaster struck Gardiner's permises on 29 March 1894, for W.R. Brownhill in *The History of Geelong and Corio Bay* recorded that there had been a large fire at "George Gardiner's oil and glue factory at Marshalltown ... the wooden buildings and the inflammable material burnt fiercely and brilliantly, illuminating the countryside and river." Physical evidence of Gardiner's factory survives today in the substantial single storey bluestone and red brick dwelling at 128 Tannery Road, Marshall, that was his private home. First built in the c.1850s, it was destroyed in the glue factory fire and rebuilt and extended with its gambrel-roofed forms in 1902-03. Known as "Sunnyside", the dwelling represents the affluence of the original owner.

The dwelling at 19 Mornane Road, while historically associated with the glue factory, is considerably more modest and a physical embodiment of a worker's home. Another more affluent Victorian dwelling associated with 19th century industry at Marshall is "Barwonside", 81 Tannery Road. A portion of the timber dwelling appears to have been built in c.1855, being the original residence of Thomas M. Marshall, operator of a woolscour establishment in the 1850s. The dwelling was later the manager's residence of the Barwonside wool washing and tennery from the 1860s. It appears that major alterations and additions were carried out to "Barwonside" in c.1902-03 when the manager's house of Gardiner's Victoria Tannery and Bone Mill. At 40 Jendes Lane is "Greenbank", built in 1852 as the manager's residence of the Brearley Brothers' Australian Tannery. The rendered brick Victorian dwelling has experienced some alterations. However, apart from the dwelling at 19 Mornane Road, no other surviving 19th and early 20th century worker's dwellings associated with the industries at Marshall have been identified.

Architecturally, the dwelling at 19 Mornane Road is one of a select number of surviving weatherboard Late Victorian styled dwellings in the once rural outskirts south of the Barwon River in the Marshall, Connewarre and Mt Duneed districts. Most other examples are of similar design, having hipped roof forms clad in corrugated sheet metal, front post-supported hipped and concave or bullnosed verandahs, corbelled face red brick chimneys, symmetrical compositions defined by central four panelled timber doors and flanking timber framed double hung windows. The more intact comparable examples include the dwellings at 43-71 Sparrovale Road (built in 1891 for Thomas Mallett and leased to John Allen), 568 Surf Coast Highway (built in 1883-43 for Alfred Hewitt) and 282-400 Horseshoe Bend Road (built in 1884-85 for John Ford). These dwellings also feature decorative cast iron front verandah brackets and valances. Other moderately intact examples in the local Marshall area have been altered and/or extended and they include the dwelling at 28 Marshalltown Road (built in 1889-90 for J.A. Quinn), and "Holanthe" at 61 Tannery Road (built in c.1885 for James Canty). Like the dwelling at 19 Mornane Road,

PLACE NAME : Dwelling

ADDRESS : 19 Mornane Road, Marshall

the Late Victorian design qualities of these other examples are clearly discernible when viewed from the front. On Bluestone School Road at Connewarre are two other surviving mid-late Victorian styled dwellings, both of which have been altered. They are the dwelling at 357

-451 Bluestone School Road (built in c.1888-89, possibly for John Cameron, farmer) and the dwelling at 570 Bluestone School Road (built in c.1875-1880). Overall, the external hipped roof forms and verandah form of the dwelling at 19 Mornane Road are more intact than some of the other moderately intact examples, although the changes to the front windows and verandah have diminished its integrity.

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LOCATION DETAILS & HERITAGE OVERLAY

Heritage Place:	**Waurn Ponds Memorial Reserve**	**UPI:**
Address:	270 Waurn Ponds Drive, Waurn Ponds	
Traditional Owners:	Wadawurrung Traditional Owner Aboriginal Corporation	
Significant date range:	1919 - 2020	
Architectural style:		
Typology:	Landscape / Memorial	
Assessed by:	Janine Barrand, Heritage Project Officer	
Peer reviewed by:	David Scott, Built Heritage Coordinator	



Figure 1: Proposed Heritage Overlay Area. Source: Places Weave Nearmap, 2023.



Figure 2: Location site of subject public reserve. Source: Places Weave Map View, 2023

STATEMENT OF SIGNIFICANCE

SIGNIFICANCE STATEMENT

The Waurn Ponds Memorial Reserve is aesthetically significant for the cultural landscape qualities associated with the formation of the avenue of honour using gum trees and Morton Bay Figure trees and natural water holes on the site (Criterion E). The place is historically significant as the site of the Waurn Ponds World War One Avenue of Honour and the tree planting ceremony, which was a key emotional and cultural event in the community's reaction to the war and the aftermath. The trees forming the memorial are socially significant for their association with local individuals who served in World War One, and have been complemented by the addition of later memorials, commemorative public art and displays. (Criterion A). The Reserve is socially significant for its association with the Waurn Ponds community and individuals who advocated for the memorial to established. The reserve also possesses significance for its association with travellers who have used it as a camping reserve for over a century. (Criterion G).

WHAT IS SIGNIFICANT?

The Waurn Ponds Memorial Reserve is a landscape and place of public commemoration opened in 1919 and enhanced with commemorative plantings, objects, plaques, and interpretative elements that have been progressively added to the Reserve by the local community over the last 100 years.

The Avenue of Honour and War Memorial Plaques within the Reserve are listed as Victorian War Heritage Inventory sites.

The significant features of the place are:

- Significant tree plantings dating from 1919 including those identified in the Outer Areas Heritage Study: Moreton Bay Figs (3), Pines (4), and Eucalypts (9 -8 living and 1 dead). The remaining trees require detailed assessment.
- Lone Aleppo Pine planted in 1999.
- The primary memorial incorporating a rough rough-hewn sandstone boulder with three brass plaques honouring World War I and World War II veterans, positioned at the entrance to the Reserve between a flagpole and two Corten steel silhouette figures in the 'Reversed Arms' position.
- Steel Freedom Bridge located across a minor gully and leading to another Corten steel silhouette figure of a bugler playing the Last Post, which commemorates Korean War veterans.
- Conflict and organisation brass commemorative plaques set upon stones or ground, commemorating the Korean War, the Vietnam War, those in National Service 1951-72, Nurses, and Service Women.
- An individual line of brass memorial plaques commemorating individual service personnel who have died, set in a ~50m long gravel bed.
- Objects symbolising the three main branches of the armed services - an anchor for the Royal Australian Navy, an aeroplane propellor for the Royal Australian Air Force, and a 3.7" antiaircraft gun (previously another artillery piece) for the Australian Army that are significant as a group

Features that are not significant are:

- The anchor representing the Royal Australian Navy and an aeroplane propeller for the Royal Australian Air Force appear to be replicas

HOW IS IT SIGNIFICANT?

The Waurn Ponds Memorial Reserve is of aesthetic (Criterion E), historical (Criterion A), social significance (Criteria G) to the City of Greater Geelong.

WHY IS IT SIGNIFICANT?

The Waurn Ponds Memorial Reserve is aesthetically significant for the cultural landscape qualities of the reserve as a piece of semi-natural woodland with waterholes and courses, filled with mixed memorial plantings, commemorative objects, and plaques within a place of peaceful reflection. (Criterion E).

The Waurn Ponds Memorial Reserve is historically significant in demonstrating the nation-wide phase of establishing war memorials to commemorate the service and sacrifice of loved ones that has occurred since Federation, having an interesting composition of landscape features, commemorative objects, and plaques, which has built up over 100 years of commemorative use. (Criterion A).

The Waurn Ponds Memorial Reserve is socially significant to the community as a place of commemoration for 100 years, where the plantings, commemorative objects and plaques commemorate branches of the armed services and various military campaigns, ex-service organisations and individual community members who served, and some of whom died in active service, and is significant as the local community venue where memorial services to service and sacrifice are held. (Criterion G).

WHO ARE THE TRADITIONAL OWNERS/REGISTERED ABORIGINAL PARTY FOR THIS PLACE?

The place is located on traditional land of the Wadawurrung people. The Registered Aboriginal Party (RAP) under the Aboriginal Heritage Act 2006 for this land is Wadawurrung Traditional Owner Aboriginal Corporation (WTOAC).

DRAFT

HERITAGE PLACE ASSESSMENT

PHYSICAL DESCRIPTION

The Waurn Ponds Memorial Reserve is located on an oblong block on the corner of Waurn Ponds Drive and Cochranes Road. The entrance to the Reserve is from Cochranes Road. The current parcel of land is 7616sqm.

The site is flat with some undulations and evidence of a water course or drainage channel, and several large trees and indistinct remnants of a 'track' going diagonally across the site.

The Outer Areas Heritage Study identified that 16 of the original 31 trees planted in 1919 remained including Moreton Bay Figs (3), Pines (4) and Eucalyptus (9 – 8 living and 1 dead). Physical evidence of trees being planted in a line within the reserve and on either side of the former road alignment or 'track' were identified. The number and condition of the remaining trees requires a detailed assessment.



Figure 3: View of Avenue of Honour looking north towards Cochranes Road, Waurn Ponds.
Source: Google Maps, 2023.



Figure 4: Reserve entrance and bandstand (west)
Source: David Scott, City of Greater Geelong, 2022



Figure 5: Lone Aleppo Pine planted in 1999 (south-east)
Source: David Scott, City of Greater Geelong, 2022.



Figure 6: Entrance showing primary memorial plaques positioned between flagpole and silhouettes in reversed arms position (west)
Source: David Scott, City of Greater Geelong, 2022.



Figure7: Sandstone boulder with primary memorial plaques (west)
Source: David Scott, City of Greater Geelong, 2022.



Figure 8: View of the Freedom Bridge, 'Last Post' interpretative panel, memorial plaques, anchor, & propeller (north-eastern).
Source: David Scott, City of Greater Geelong, 2022.



Figure 9: 1943 3.7 Anti-Aircraft Gun (north-west)
Source: David Scott, City of Greater Geelong, 2022.

PLACE HISTORY

Contextual History[1]

The subject site occupies the traditional land of the Wadawurrung people.

Prior to European exploration and colonisation and for at least 45,000 years, the land now known as the City of Greater Geelong was the land of the Wadawurrung Aboriginal people. The name of this language group traditionally meant 'the people who belong to the water', in reference to the rivers, creeks, lagoons and other water sources within the Wadawurrung boundary.

The earliest European exploration of the Greater Geelong area was by sea with only occasional forays ashore, including Lieutenant John Murray in 1802, Captain Matthew Flinders in the same year, and both Charles Grimes, acting surveyor-general, and Lieutenant Tuckey in 1803. The next explorers, Hamilton Hume and William Hovell came overland from Lake George in New South Wales in 1824, then in 1835 John Batman carried out more exploration. European settlement began in June 1836 when settlers arrived from Launceston, Tasmania giving rise to the rapid pastoralisation of Greater Geelong during the 1830s and early 1840s.

From the beginning the Wadawurrung people were dispossessed of their traditional land use practices, food gathering and customs, and coupled with the introduction of European diseases, the local population of the Wadawurrung was decimated.

Thematic Place History

The subject site is part of Crown Allotment 6 Section VI Parish of Duneed. County of Grant.



Figure 10: Location of the Memorial Reserve. Parish of Duneed.
Source: VPRS 8168/P0002, ND, Public Records Office Victoria

[1] The Contextual History has been drawn from Rowe, D., *About Corayo: A Thematic History of Geelong,* City of Greater Geelong, 2021, pages: 67, 72-75 and 81.

The main themes relating to Waurn Ponds Memorial Reserve referring to Heritage Victoria's *Framework of Historical Themes* (2010), are:

World War One Memorials (Historic Theme 8)

In February 1919 locals presented a scheme for 'the perpetuation of the memory of fallen soldiers' to Barrabool Shire Council. 'This district has suffered heavily during the war and the local people have decided to plant honor trees in the water reserve adjoining the State school.'[2]

The Council gave permission for the scheme and by May it was decided that there should be a working bee at the reserve to dig holes and have the tree guards ready for the tree planting ceremony on Saturday 21st June[3]. In 1919 each tree was protected by a guard and had a bronze plaque with the name of a local 'Digger'.

Many people gathered on the afternoon of 21 June 1919 to witness the planting of the trees in memory of the 31 soldiers who had enlisted from the district. Many of the men had worked in the limestone and sandstone quarries and included descendants of the Swiss and French immigrants who predominated in the early community. The first tree was planted by Mr. William Forrester Volum (1861-1951), who had been president of the Shire of Barrabool for the four years of World War I, with others planted by soldiers or their relatives. Children from the Waurn Ponds Primary School presented buttons to each visitor. (Figure 11).[4]

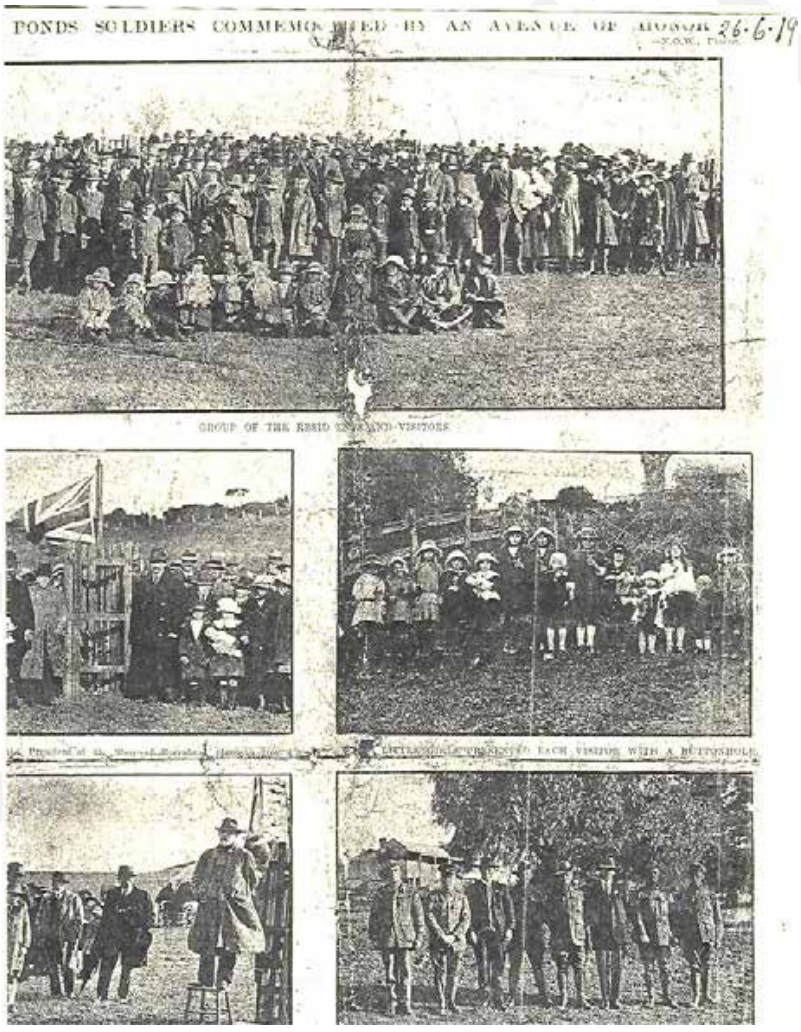


Figure 11: 'Waurn Ponds Soldiers Commemorated by an Avenue of Honour', *News of the Week*, 26 June 1919

[2] 'Waurn Ponds Honor Trees', *Geelong Advertiser*, 6 February 1919.

[3] 'Waurn Ponds', *Geelong Advertiser*, 24 May 1919

[4] Waurn Ponds Soldiers Commemorated by an Avenue of Honor', *Geelong Advertiser*, 23 June 1919

Commemoration (Historic Theme 8)

Eighty years after the 1919 dedication, a grant was received from the Department of Veteran Affairs to update the Reserve and erect a memorial for Waurn Ponds service personnel as the original brass nameplates had been returned to descendants if known or were misplaced.

Three plaques bearing the names of World War I and World War II Waurn Ponds servicemen and servicewomen were placed on a rough-hewn boulder at the entrance gates and trees were planted as a thank you to soldiers who served in all wars including a Lone Pine tree presented by Legacy. The Reserve was rededicated and unveiled on 4 July 1999 by Bruce Ruxton, President of the Victorian Branch of the Returned Soldier's League of Australia.

In 2003 plaques were laid, and trees planted, to honour the soldiers that served in the Boer War and Vietnam. Memorial plaques were dedicated in honour of the National Servicemen's Association of Australia, Geelong, and District Subbranch, 1951-1972; Comrades Who Remain on the Battlefield of North Korea; National Servicemen 1951-1972; Vietnam 1962-1973 and Nurses and Service Women, Royal United Services Institute (Geelong Area).

A year later a 3.7 Anti-aircraft gun, which originally stood outside the Myers Street, Geelong Army Depot was donated to the Waurn Ponds Reserve Committee by the 2/10 Field Regiment.

In 2010 the Committee received a further grant from Department of Veteran Affairs for signage and picnic facilities including a bandstand. A plaque for the Korean War: On Active Service and Peacekeeping was dedicated on 4 July 2010.

The Freedom Bridge was donated by the Korean War Veterans Association and constructed in 2020.

In June 2020 the Waurn Ponds Memorial Reserve Committee of Management received $9,800 from the *Saluting Their Service Commemorative* grants program to enable enhancements of the Waurn Ponds Memorial Reserve Precinct.

In the same year two rows of brass memorial plaques were placed along the Waurn Ponds Drive fence line by many local families in remembrance of their military forebears. The improvements program was supported by the Marendez and Hepburn families.

The Reserve continues to be used by the community for memorial events including ANZAC Day and Remembrance Day (Figure 12) and on anniversaries such as the cessation of World War II, with the band rotunda used for performances by services bands. The Reserve also continues its links to the Waurn Ponds Memorial Hall and School with post memorial refreshments hosted in the Hall a tradition established when the Memorial Reserve opened.



Figure 12: Remembrance Day, 2023
Source: Waurn Ponds Memorial Reserve Facebook

INTEGRITY

A 1998 Conservation Analysis Report of the World War One Avenue of Honour by Lorraine Huddle Heritage and Design[5] considered the integrity of the site as a memorial. Six factors were identified at that time:

- Some of the Memorial Trees are missing.
- Prior to the site being grazed by sheep, the Country Fire Authority periodically burnt the site as part of their fire prevention services. Thus, any remnants of the original picket fences, or weak or dead trees, may have been eliminated in the process.
- The (new) perimeter fencing gives the impression that the land is privately owned, and the 'track' and trees have been made inaccessible to the public.
- There is no formal identification of the memorial (Avenue of Honour) on the site.
- None of the picket fences or brass name plaques appear to be on the site.
- The 'track' is not visible as it is now overgrown with grass.

A map shows a suggested reconstruction of the Avenue of Honour relative to the 'track' that cut across the flat land at the corner of Cochranes Road and Princes Highway. (Figure 13).

As this report was prepared over 25 years ago, an arboriculture assessment is required to undertake a study of the memorial trees.

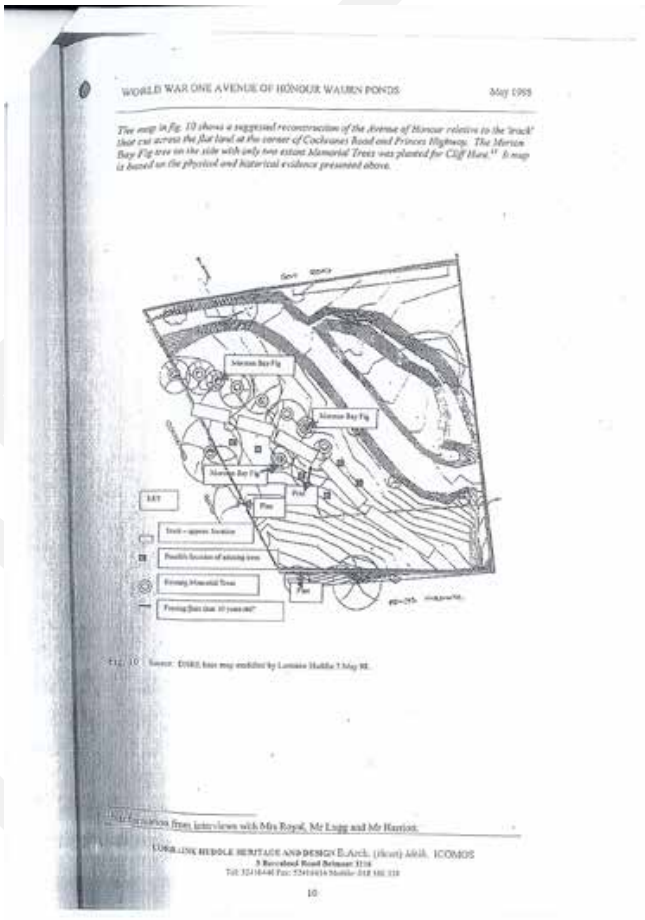

WORLD WAR ONE AVENUE OF HONOUR WAURN PONDS

Figure 13: Suggested reconstruction of the Avenue of Honour.
Source: Department of Natural Resources & Environment base map modified by Lorraine Huddle, 1998.

[5] 'World War One – Avenue of Honour Waurn Ponds Conservation Analysis Report, Lorraine Huddle Heritage and Design, Land Victoria, Natural Resources & Environment, 1998

COMPARATIVE ANALYSIS

The Waurn Ponds Memorial Reserve is an example of the use of recreation reserves in semi-rural locations as the basis for the construction of war memorials. Unlike other similar reserves Waurn Ponds is a unique because it brings together all conflicts and includes a range of artefacts and memorials that have been added over the past 100 years.

Comparable examples of memorials in recreation reserves are Ceres Recreation Reserve, Avenue of Honour, Lara and within the City of Greater Geelong, the Boer War Memorial in a park setting.



Ceres Recreation Reserve, 1912
Source: Places of Pride, National Register of War Memorials

Ceres Recreation Reserve (including Memorial Gates & Trees), 1912
20 Cochranes Road, Ceres
HO2009
Trees were planted on Arbor Day to commemorate Earl Kitchner, and to honour and commemorate local soldiers serving and killed in action in World War I. Rows of cypress trees were planted by the local State School children in 1922 and 1924. Several of these trees, although senescent, form the perimeter of the reserve today. The local pioneers of the area and the soldiers who served in the Great War were honoured with the construction of a memorial gateway at the north-east entrance of the reserve in 1937.



Avenues of Honour, 1918
Source: https://avenuesofhonour.org

Avenues of Honour, Cypresses, Memorial Gates &
Fencing, date
Walkers Road, Lara
HO1984
In Lara, the remnant Soldiers' Avenue of Sugar Gum trees, Pinus Lambertianas forming the boundaries to the Lara Recreation Reserve (Walkers Road boundary and southern portion of the Mills Road boundary), Avenue of Honour in Walkers Road and the Memorial Gates and associated fencing in the south-east corner of the Recreation Reserve retain the form of an Avenue of Honour.



Source: Heritage Victoria Database, 2024

Boer War Memorial, 1902
LaTrobe Terrace, Geelong
HO114
The Boer War Memorial, erected in Kardinia Park in 1902 by public subscription, stands as an obelisk on a square stone base of truncated sections. The inscriptions serve to commemorate the lives of Trooper Walter. E. Clark and Corporal Eric A. Wilson as well as Mounted Infrantryman A.T.Pickinson and Francis James, Local Volunteers, who died in the South African conflict. The marker also records succintly the history of the Boer War. The obelisk is of traditional form an appropriate symbol for a war memorial.

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'Waurn Ponds Soldiers Commemorated by an Avenue of Honor', *Geelong Advertiser*, 23 June 1919

SCOPE TO ASSESSMENT

1. The historical notes provided for this assessment are not considered to be an exhaustive history of the site.

DRAFT

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CITY OF GREATER GEELONG

LOCATION DETAILS & HERITAGE OVERLAY

Heritage Place:	**Community Hall & Schoolhouse**	**UPI:**
Address:	225 Waurn Ponds Drive, Waurn Ponds	
Traditional Owners:	Wadawurrung Traditional Owner Aboriginal Corporation	
Significant date range:	1924 - 1999	
Architectural style:	Interwar vernacular	
Typology:	Public building	
Assessed by:	Janine Barrand, Heritage Project Officer	
Peer reviewed by:	David Scott, Built Heritage Coordinator	



Figure 1: Proposed Heritage Overlay Area. Source: Places Weave Nearmap, 2023.

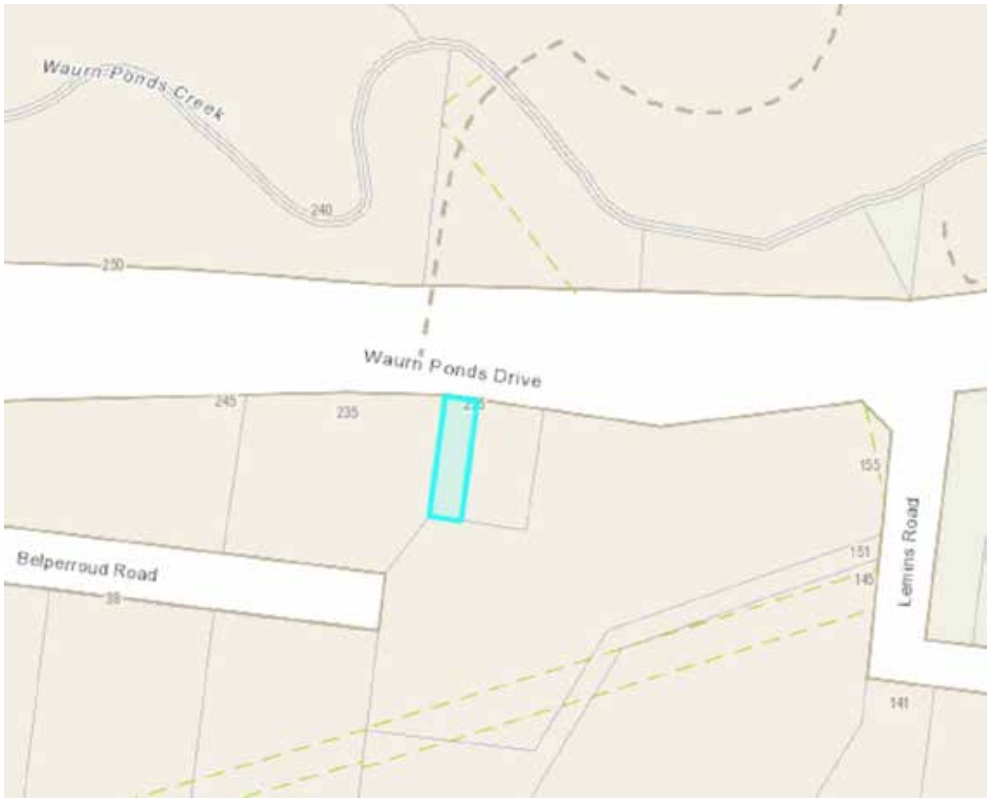


Figure 2: Location site of subject community facility. Source: Places Weave Map View, 2023

STATEMENT OF SIGNIFICANCE

SIGNIFICANCE STATEMENT

The Community Hall and Schoolhouse plus its rural setting is aesthetically significant as an example of a cultural landscape containing a typical early twentieth century timber hall in a small country town (Criterion E). The Waurn Ponds Community Hall (with former schoolhouse attached at rear) formerly the Waurn Ponds Mechanics Institute and Free Library is historically significant as a place associated with attempts by numerous individuals and the community to establish and run a local school and is the most recent expression of this history. It is important for its association with events, developments and cultural phases in the occupation and evolution of Waurn Ponds (Criterion A). The place is socially significant as it is recognised by the community as having public value and is held in high esteem by the whole community (Criterion G).

WHAT IS SIGNIFICANT?

The Community Hall and Schoolhouse is a single storey, rectangular weatherboard building with a gable roof constructed in an interwar vernacular style in 1924 and extended in 1999 by the addition of a single storey weatherboard school built in 1922.

The significant external features of the place are:

- The original 1924 Community Hall including galvanised corrugated iron roof, paired timber sash windows, timber entry doors, galvanised steel roof vents and projecting rafters.
- The 1922 weatherboard schoolhouse addition including the 12-pane timber sash window typical of education facilities.
- The slightly elevated setting of the Hall and its site lines to Waurn Ponds Drive.
- Backdrop of mature trees located primarily on the neighbouring property.

The significant internal features of the place are:

- Timber board linings, and timber mansard ceiling
- Stage and proscenium inset into timber board linings on the south elevation
- Movable cultural heritage comprising Waurn Ponds Honour Rolls (3) hung on the wall of the northern elevation and recognised on the Victorian War Heritage Inventory

Features that are not significant are:

- Contemporary additions including air conditioning, and accessible ramp and railing.

HOW IS IT SIGNIFICANT?

The Community Hall and Schoolhouse is of aesthetic (Criterion E), historical (Criterion A) and social (Criterion G) significance to the City of Greater Geelong.

WHY IS IT SIGNIFICANT?

The Waurn Ponds Community Hall and Schoolhouse demonstrates typical aesthetic characteristics associated with community facilities of this type, such as the simple timber construction, large timber-floored hall entered through an external central doorway, stage, kitchen, and other facilities. The situation of the Hall within a rural setting fringed by well-established trees, and informal carparking contributes to the context of access and community use. The Hall structure has remained virtually unchanged since it was built, representing a rare and substantially intact example of an Interwar hall. (Criterion E)

The Community Hall has been in continuous use for 100 years and it was the community that advocated for its construction to fulfill a need for locals to gather as Waurn Ponds expanded. The addition of the Schoolhouse reflects the growth of both the community and the need to accommodate recreational and social activities as the community had increasing amounts of free time in the early Twentieth Century. It is valued and utilised by the community for events such as dances, balls, picture shows and fetes, and has an important connection to the nearby Waurn Ponds Memorial Reserve. At the completion of ANZAC and Remembrance Day ceremonies morning tea is held in the Hall. The two places

share a connection going back to World War I and its aftermath. The Community Hall and School reflect the growth of education and learning in the local area through the original Mechanics Institute and its library and later integration of the School. (Criteria A & G).

WHO ARE THE TRADITIONAL OWNERS/REGISTERED ABORIGINAL PARTY FOR THIS PLACE?

The place is located on traditional land of the Wadawurrung people. The Registered Aboriginal Party (RAP) under the Aboriginal Heritage Act 2006 for this land is Wadawurrung Traditional Owner Aboriginal Corporation (WTOAC).

HERITAGE PLACE ASSESSMENT

PHYSICAL DESCRIPTION

The Waurn Ponds Community Hall and Schoolhouse is located on a rectangular allotment on Waurn Ponds Drive. The current parcel of land is 670sqm.

The single storey timber hall has a high floor to ceiling height and a raked ceiling making it spacious inside. It is a simple rectangular building with a gable roof. The front elevation is very plain with a small gable end projection as the only existing decoration. The double doors are reached by timber stairs.

Other utilitarian features give the building architectural interest, and these include the roof ventilators, the exposed rafters projecting from the overhanding eaves and the twelve-light double-hung timber windows down the long sides.

The former single storey school place at the rear at right angles to the main hall has been sensitively designed and includes disabled access and is an appropriate adaptation of two community facilities.

The setting of the hall is also important as it can be seen from the main thoroughfare and is surrounded by mature trees.



Figure 3: North elevation. Source: David Scott, City of Greater Geelong, 2022



Figure 4: North elevation showing details of the Waurn Ponds School addition. Source: David Scott, City of Greater Geelong, 2022



Figure 5: West elevation showing details of the Waurn Ponds School addition. Source: David Scott, City of Greater Geelong, 2022



Figure 6: Interior showing timber board linings, timber mansard ceiling and Honour Rolls.
Source: Waurn Ponds Hall Facebook

PLACE HISTORY

The subject site is part of Crown Allotment B Section VII, Parish of Duneed, County of Grant.

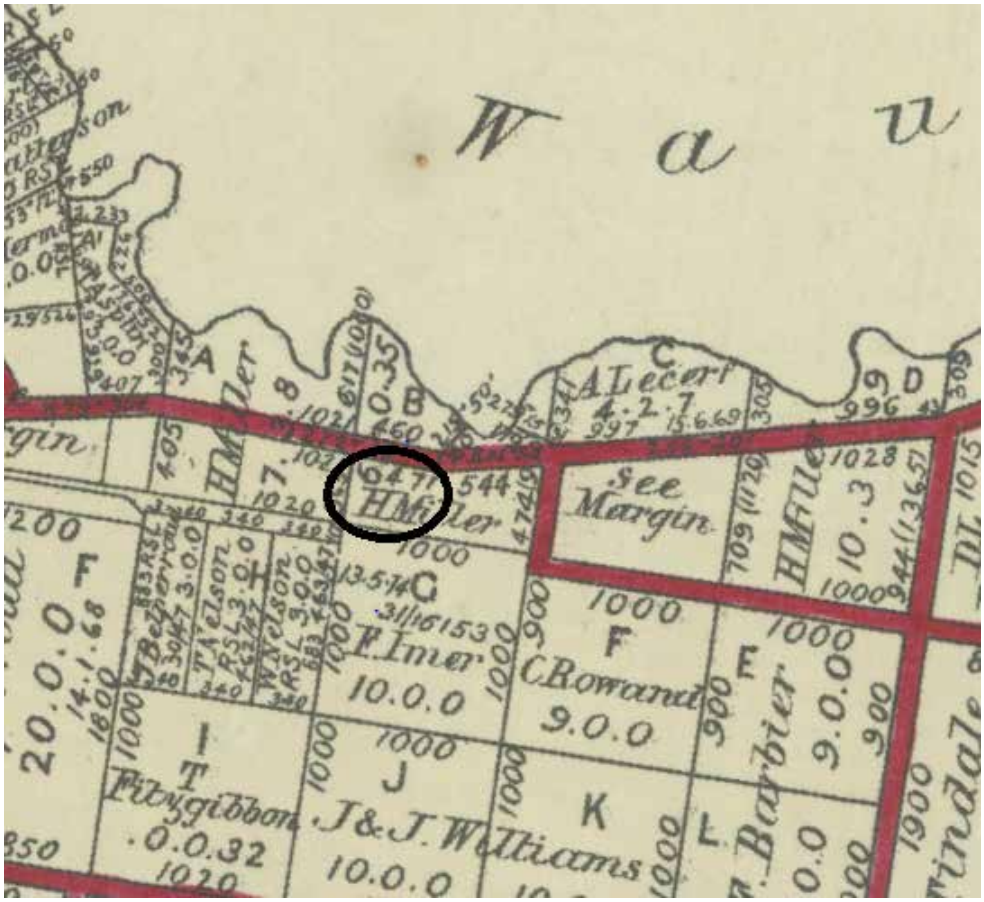


Figure 7: Location of subject site. Parish of Duneed.
Source: VPRS 8168/P0002, ND., Public Records Office Victoria

Contextual History[1]

The subject site occupies the traditional land of the Wadawurrung people.

Prior to European exploration and colonisation and for at least 45,000 years, the land now known as the City of Greater Geelong was the land of the Wadawurrung Aboriginal people. The name of this language group traditionally meant 'the people who belong to the water', in reference to the rivers, creeks, lagoons and other water sources within the Wadawurrung boundary.

The earliest European exploration of the Greater Geelong area was by sea with only occasional forays ashore, including Lieutenant John Murray in 1802, Captain Matthew Flinders in the same year, and both Charles Grimes, acting surveyor-general, and Lieutenant Tuckey in 1803. The next explorers, Hamilton Hume and William Hovell came overland from Lake George in New South Wales in 1824, then in 1835 John Batman carried out more exploration. European settlement began in June 1836 when settlers arrived from Launceston, Tasmania giving rise to the rapid pastoralisation of Greater Geelong during the 1830s and early 1840s.

From the beginning the Wadawurrung people were dispossessed of their traditional land use practices, food gathering and customs, and coupled with the introduction of European diseases, the local population of the Wadawurrung was decimated.

[1] The Contextual History has been drawn from Rowe, D., *About Corayo: A Thematic History of Greater Geelong*, City of Greater Geelong, 2021

Thematic Place History

The main themes relating to the Waurn Ponds Community Hall and former school, referring to Heritage Victoria's *Framework of Historical Themes* (2010), are:

Development of Waurn Ponds as a settlement (Historic Theme 6)

The earliest European occupation of Waurn Ponds was the establishment of an inn by Martin Priest on the north bank of the Waurn Ponds Creek in 1846. Further European development came in 1848 when David Pettavel, a pioneer vigneron, established the Victorian Vineyard.

In 1886 Waurn Ponds was described as a prettily situated postal township with one church and one state school. Up to 1880 it had been sustained by the viticulture industry however the other industry which maintained commercial viability at Waurn Ponds was quarrying.

While Waurn Ponds remained a farming area throughout the first half of the 20th century, the beginnings of major transformation into a suburb of Geelong began with the educational developments in Pigdons Road. By 2016, Waurn Ponds had experienced substantial change, with the construction of the Geelong Ring Road, major shopping centres and hundreds of dwellings constructed following numerous subdivisions of previous rural allotments.[2]

Building community life (Historic Theme 8)

In 1923 Barrabool Shire and the local community determined to provide a new community hall at Waurn Ponds. Consideration was given to repairing and adapting the old limestone schoolhouse built in 1870 but was abandoned due the requirements of the Public Health Commission, and it was decided to instead construct an all-new Mechanics Institute and Free Library.

To fund the development, a volunteer committee was established to oversee fundraising efforts such as dances, and bazaars and the coordination of in-kind contributions which amounted to £66.10. By the opening receipts totalled £321. Businessman and Alderman, John Nicolas McCann (1851 – 1929) donated the land for the hall and contributed £50 contingent on residents raising £200. Mr Edward Morley (1873-1929) MLA for Barwon secured a State Government grant of £50 towards the purchase of books.[3] The final cost of the building was £650 with furniture the total was £713.

The Mechanics Institute and Free Library was built early in 1924. The opening of the Mechanics Institute and Free Library on 18 June 1924 was a day of community celebration and pride with the grounds decorated with flags, as well as speeches, performances, and supper along with the attendance of the Mayor of Geelong and other office holders. When Alderman McCann unlocked the door, it was greeted with cheers, McCann offering congratulations for building "such a fine hall in such a short time."[4]

Initially it had a collection of 100 books. It was viewed as an important local facility to help young people "find great pleasure" and "also improve themselves intellectually."[5] There was also concern at the time that young people were drifting to the cities, therefore offering facilities for them to get together in country districts was seen to be essential.

From the outset the Library also served as a Community Hall, a use that predominated over time. In the 1940s and 50s the hall was used on weekly basis for dances, balls, and picture shows. The Waurn Ponds State School used the hall for their Christmas breakup every year. Community meetings and special events have always been held in the hall. In 1999 the re-dedication of the Waurn Ponds Avenue of Honour saw the hall used for afternoon tea after this solemn event.

[2] Ibid., page 834-835.

[3] 'Government Grant to Libraries', *Geelong Advertiser*, 22 May 1924.

[4] 'Waurn Ponds Hall. Opened by Ald. J. N. McCann', *Geelong Advertiser*, 19 June 1924.

[5] Ibid.



Figure 8: Original configuration of the Hall, ND., Source: Waurn Ponds Hall Facebook

The schoolhouse at the rear of this site was originally constructed in 1922 on another site - 10 Lemins Road - as the Waurn Ponds School and teacher's residence, as a replacement for the 1870 schoolhouse. It was opened in February 1923 by Sir Alexander Peacock, Minister for Education. The first teacher was Lewis Walter and the student numbers ranged from 70-85.

Declining student numbers resulted in the closure of the school in 1978, when it was relocated to Grovedale Primary where it served as a multi-purpose space until 1982.



Figure 8: Waurn Ponds School before relocation, c1970s. Source: Waurn Ponds Hall Facebook

During the late 1990s, the local community began lobbying for the return of the schoolhouse. In 1999, with the voluntary support of builder Kevin Lyons, architect Gary Frencham, architect, and numerous residents the schoolhouse was relocated to Waurn Ponds and attached to the rear of the Library/Community Hall.

The Community Hall and Schoolhouse continues to be an important venue for local community events in the Waurn Ponds area.

INTEGRITY

The Community Hall and Former School has high integrity retaining its original built form and typical features associated with early 20th century mechanics institutes and community halls. The addition of the 1922 weatherboard school to the rear of the hall is a complementary addition.

The site retains its elevated setting and site lines to Waurn Ponds Drive.

COMPARATIVE ANALYSIS

After World War I and II, memorial buildings were erected in towns and suburbs across Australia in memory of those who fought and died. One of the most popular types of building was the memorial hall. In some cases, memorial halls were built instead of war memorials. Memorial halls typically house honour roll(s) which display the names of local servicemen and women. After their construction memorial halls became important venues for local activity and many are still in use today. Their story is a central part of these communities' histories[6].

Waurn Ponds Memorial Hall and Waurn Ponds Memorial Reserve have a shared historical and social value due to shared memorial events. St Leonards Memorial Hall, Murraduc Road, and Barwon Heads Hall, 77 Hitchcock Avenue, 1938 (HO 1686) have memorials at the front of their buildings.

St Leonards Memorial Hall, Murraduc Road, St Leonards, 1927 and Grovedale United Services Memorial Hall, 1947, 2A Reserve Road, Grovedale (both on Victorian War Heritage Inventory) are comparable to Waurn Ponds Memorial Hall and School for their historical, aesthetic, and social values however they are not on a heritage overlay at this time.



Source: Wikimedia Commons, 2023

Drysdale Community Hall (former Methodist Sunday School)
17 High Street, Drysdale
HO1566
The Drysdale Community Hall was originally the Methodist Sunday School and was built by public donation c1910. It is a gable roof weatherboard building with timber decoration and original window and door openings. The Drysdale Community Hall is substantially intact with original structural form. It has been used continuously for most of the nineteenth and the twentieth century by the local community firstly for religious and subsequently for cultural activities and is therefore a place of particular importance to the area.



Source: Wikimedia Commons, 2023

Leopold Hall
805 Bellarine Highway, Leopold
HO1540
The Leopold Hall was designed in 1893 by architects Tombs and Durran after a fire destroyed the original c1883 Free Library building. It is a large gable corrugated iron roof, timber frame, weatherboard structure with original windows and roof ventilators. Some changes were made in 1957 and the late 1980s. It has been used as a picture theatre and for dances, weddings, and special community occasions. The Leopold Hall is relatively intact and has been in continuous use since 1893 as a library, meeting place and community venue for cultural, educational, religious, political, sporting, patriotic and private functions

[6] 'Grovedale United Services Hall', Victorian Heritage Database Report.

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'Government Grant to Libraries', Geelong Advertiser, 22 May 1924.

'Waurn Ponds Hall. Opened by Ald. J. N. McCann', *Geelong Advertiser*, 19 June 1924.

SCOPE TO ASSESSMENT

1. The historical notes provided for this assessment are not considered to be an exhaustive history of the site.

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CITY OF GREATER GEELONG

LOCATION DETAILS & HERITAGE OVERLAY

	'Iolanthe'	UPI:
Address:	61 Tannery Road, Charlemont	
Traditional Owners:	Wadawurrung Traditional Owner Aboriginal Corporation	
Significant date range:	1896	
Architectural style:	Late Victorian	
Typology:	Dwelling	
Assessed by:	Janine Barrand, Senior Heritage Officer	
Peer reviewed by:	David Scott, Built Heritage Coordinator 28/5/2024	



Figure 1: Proposed Heritage Overlay Area.
Source: Places Weave Nearmap, 2024.



Figure 2: Location site of subject dwelling.
Source: Places Weave Map View, 2023

STATEMENT OF SIGNIFICANCE

SIGNIFICANCE STATEMENT

'Iolanthe' at 61 Tannery Road, Charlemont is of historic significance as a rare surviving example of Geelong's industrial history along the Barwon River. (Criterion A). It is a particularly fine example of a late 19th century tannery supervisor or workers' cottage. (Criterion D). 'Iolanthe' is significant due to its association with 'Barwonside' and tannery proprietors George Gardiner and Charles Fredric Palmer. (Criteria E).

WHAT IS SIGNIFICANT?

'Iolanthe' is a single storey weatherboard dwelling in the late Victorian style built in 1896. The significant features of the place are:

- Hipped roof form
- Horizonal weatherboard wall cladding
- Narrow eaves
- Timber framed double hung windows arranged singularly on either side of central 4-panelled door
- Brick chimney
- Bullnosed front verandah with wrought iron fretwork (original?)
- Victorian-period style picket fence (albeit a modern reconstruction)

Features that are not significant are:

- Twentieth century additions on the north and west elevations

HOW IS IT SIGNIFICANT?

'Iolanthe' is of historic significance to the City of Greater Geelong. (Criteria A, D & H)

WHY IS IT SIGNIFICANT?

'Iolanthe' is historically significant for its association with the development of the tannery industry along the Barwon River and its ability to demonstrate a rare surviving example of housing developed for, and occupied by, tannery employees . It is the last surviving cottage on the small allotments adjoining the 'Barwonside' tannery and one of only three known 19th century cottages having association with, and being located close to, former tannery sites in Charlemont and Newtown.. (Criterion A).

'Iolanthe' is a particularly fine example of a late 19th century tannery supervisor or workers' cottage, possessing a verandah form and joinery detailing that were typical of middle-class suburban housing of that period but relatively rare on industrial employee accommodation. (Criterion D).

'Iolanthe' is significant for its association with George Gardiner and Charles Frederic Palmer proprietors of 'Barwonside', who both owned the cottage which was occupied by their children Robert Gardiner, and later Gladys Iolanthe Palmer after whom the place is named and another son, Charles Noel Palmer. The dwelling was built by William Tozer, a beamsman and foreman in a tannery, most likely 'Barwonside' (Criterion H).

WHO ARE THE TRADITIONAL OWNERS/REGISTERED ABORIGINAL PARTY FOR THIS PLACE?

The place is located on traditional land of the Wadawurrung people. The Registered Aboriginal Party (RAP) under the Aboriginal Heritage Act 2006 for this land is Wadawurrung Traditional Owner Aboriginal Corporation (WTOAC).

DRAFT

HERITAGE PLACE ASSESSMENT

PHYSICAL DESCRIPTION

'Iolanthe' is located on the edge of semi-industrial allotment on the corner of Tannery Road and Kings Lane. The current parcel of land is 1826 sq m. (Figure 3).

The single storey, symmetrical, horizontal weatherboard Late Victorian styled house is bound by an appropriate, modern picket fence, approximately 1300mm high. The house is characterised by a hipped roof form and a bullnosed front verandah with a decorative cast iron lace valance. The roof forms are clad in corrugated iron. The early timber framed double hung windows are symmetrically arranged around a central four panelled timber door. An unpainted side chimney which adorns the roofline may be recent.

There is a skillion roof section to the rear of the property and a 20th century addition on the left-hand side of the south elevation. (Figures 3, 4 & 5).



Figure 3: View showing setting of 'Iolanthe' (south elevation).
Source: Google Street View, January 2024



Figure 4: 'Iolanthe', showing 20th century addition (south elevation).
Source: Google Street View, January 2024



Figure 5: 'Iolanthe' showing skillion, industrial setting (east elevation).
Source: Google Street View, January 2024

PLACE HISTORY

Contextual History[1]

The subject site occupies the traditional land of the Wadawurrung people.

Prior to European exploration and colonisation and for at least 45,000 years, the land now known as the City of Greater Geelong was the land of the Wadawurrung Aboriginal people. The name of this language group traditionally meant 'the people who belong to the water', in reference to the rivers, creeks, lagoons and other water sources within the Wadawurrung boundary.

The earliest European exploration of the Greater Geelong area was by sea with only occasional forays ashore, including Lieutenant John Murray in 1802, Captain Matthew Flinders in the same year, and both Charles Grimes, acting surveyor-general, and Lieutenant Tuckey in 1803. The next explorers, Hamilton Hume and William Hovell came overland from Lake George in New South Wales in 1824, then in 1835 John Batman carried out more exploration. European settlement began in June 1836 when settlers arrived from Launceston, Tasmania giving rise to the rapid pastoralisation of Greater Geelong during the 1830s and early 1840s.

The 1840s and early 1850s saw the creation of Geelong's first industries including flour mills, and limekilns, and secondary industries associated with sheep and cattle. The Barwon River between Marshall and Newtown provided a water supply and a conduit for the waste produced in each of these industries. The key establishments included boiling down works for the production of tallow (for making candles and soap); fellmongeries for the sale of sheep skins; tanneries (for manufacturing leather); and wool scourers (for the cleaning of wool).

From the beginning the Wadawurrung people were dispossessed of their traditional land use practices, food gathering and customs, and coupled with the introduction of European diseases, the local population of the Wadawurrung was decimated.

[1] The Contextual History has been drawn from Rowe, D., *About Corayo: A Thematic History of Geelong,* City of Greater Geelong, pp: 67, 72-75 and 81.

Thematic Place History

The subject site is part of Crown Allotment 4, Section 1, Parish of Connewarre. County of Grant.

The allotment was first taken up by William Mulcaster Marshall after whom Marshalltown is named.

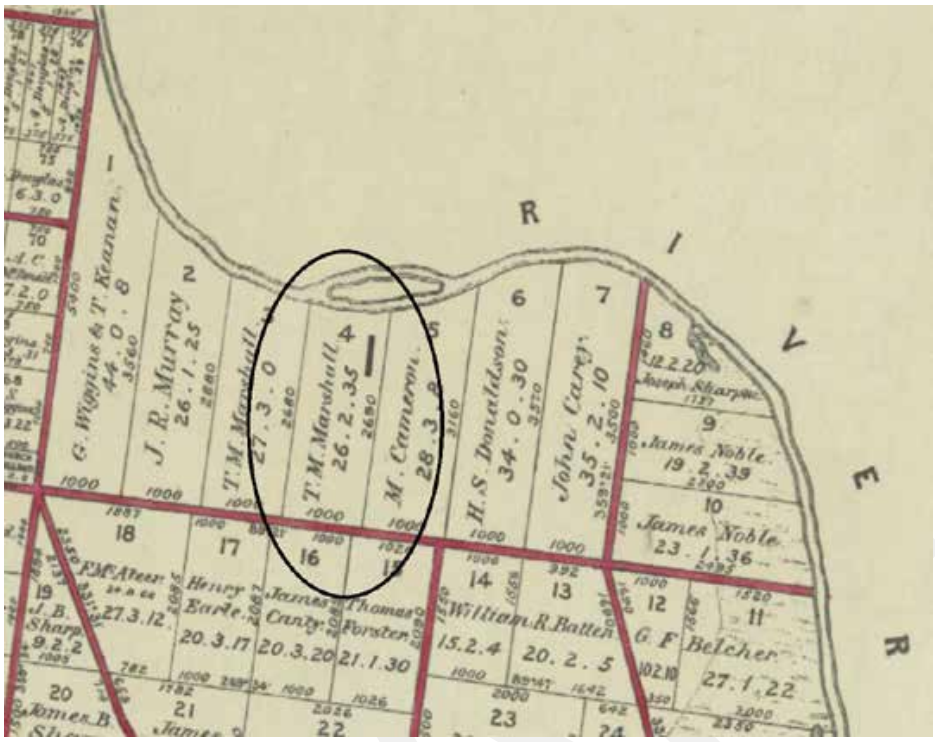


Figure 6: Connewarre County of Grant, Department of Lands and Survey, J. Noone, 1878
Public Record Office Victoria (VPRS8168)

The main themes relating to 'Iolanthe', referring to Heritage Victoria's *Framework of Historical Themes* (2010), are:

Transformation of Breakwater, Connewarre, and Marshalltown (Historic Themes 5 & 6)

Once known by Europeans as Breakwater and Connewarre, and Marshalltown, this locality was an important industrial area from the mid-19th century given its proximity to the Barwon River. It was here that there were several tanneries including Australian Tannery, Victoria Tannery, and Bone Mill, and Barwonside Woolscouring and Fellmongery Works. In 1890 Marshall had a population of 225. By 1929 the tanneries were closed, ending Marshall's association with the industry.

From 1886 the area had been served by a railway siding which was first known as Connewarre but was renamed Marshall in 1907 - it closed in 1964. There had also been a branch line to serve the neighbouring Geelong Racecourse from 1878 to 1906 when the course was shifted to its present site. The branch railway was then dismantled in 1909 and the racecourse land was handed over to the Geelong Harbor Trust, formed in 1905, which developed it as Sparrovale Farm.

In 1912 a temporary pipe factory was established at Marshall for the manufacture of ovoid reinforced concrete pipes used in the major ocean outfall scheme of the Geelong Waterworks and Sewerage Trust. An aqueduct of similar inventive construction by E.G. Stone and E.J. Siddeley was also built over the Barwon River at Marshall at this time.

In recent years, parts of Marshall have witnessed substantial suburban residential development and the construction of a railway station off Marshalltown Road which opened in 2004.

In May 2008, the City of Greater Geelong adopted the Armstrong Creek Urban Growth Plan. Amended in 2010, this Plan provided a framework for the major transformation of parts of Marshall, Connewarre, and Mount Duneed into Greater Geelong's first and largest master planned residential community.[2]

[2] Ibid pages 778 – 780.

‘Barwonside’ Woolscouring and Fellmongery Works & ‘Iolanthe’ (Historic Theme 5)

Richard William Tozer (1838c-1882), a tannery foreman and beamsman became the owner of part of Crown Allotment 4 on the ‘Barwonside’ site. ‘Barwonside’ Woolscouring and Fellmongery Works was established in 1864 by Alfred Douglass proprietor of *Geelong Advertiser*. Figure 7 shows the location of ‘Iolanthe’ in relation to ‘Barwonside’ on Crown Allotment 4.

Tozer also owned adjoining Crown Allotments 3 and 6, Section 2 upon which there was a cottage located on the Gardiner’s Lane site (Figure 8), and mid-nineteenth cottages leased to tannery workers on Section 3. While no archaeological evidence of the 1860s cottages remains, the probate of Richard Tozer lists his real property as “four roomed wood and slab house – roof of shingles partitions of wood”, and another as a “four roomed wooden cottage – roof of shingles and a skillion of two rooms attached built 20 years ago – very dilapidated”. It was noted that the properties were “liable to be untenanted for months at a time when the Tanneries are not in full work.”[3]

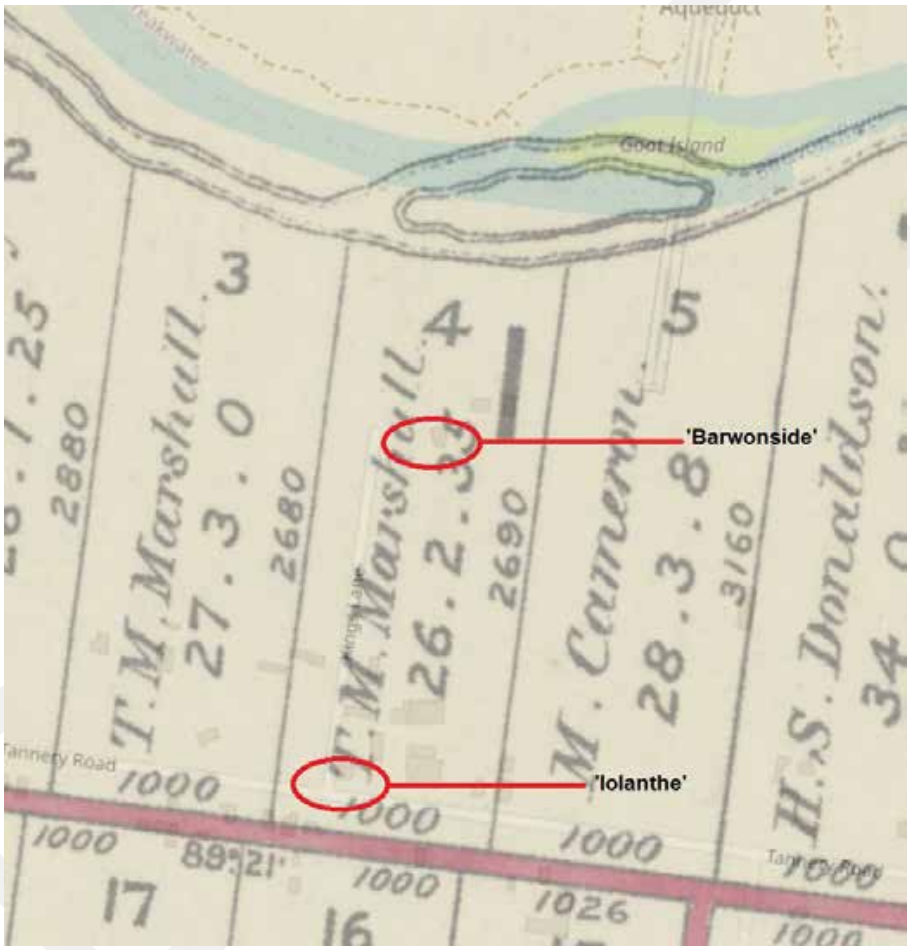


Figure 7: Map overlay showing situation of ‘Iolanthe’ and ‘Barwonside’ on Crown Allotment 4.
Source: Map Warper & Connewarre County of Grant, Department of Lands and Survey, J. Noone, 1878. (VPRS8168) Public Record Office Victoria

[3] Probate, Richard William Tozer, ‘Real Property’, Marshalltown, 1882. VPSR 28 P2 Unit 136, page 6.



Figure 8: Location of cottage owned by Annie Elizabeth Tozer, 1884
Certificate of Title, vv1615 f999

Following the death of Richard Tozer, his widow Annie Elizabeth Tozer occupied the cottage on Gardiner's Lane, before it made way for 'Iolanthe' to be built by her son William John Tozer in 1896. William Tozer, a foreman, lived there until 1908 before it was sold to Robert Gardiner, a tannery employee.

Robert Gardiner was the son of George Gardiner, a local business man who was proprietor of the Marshalltown Oil and Glue Factory, who also owned 'Barwonside' where he established Victoria Tannery and Bone Mill. George Gardiner resided locally at 'Sunnyside'; a substantial homestead located at 128-138 Tannery Road.

In 1913 Robert Gardiner sold 'Iolanthe' to Gladys Elizabeth Palmer after whom the cottage is named. Gladys Palmer was the daughter of Charles Frederic Palmer, another significant figure in the local tannery industry. Charles Frederic Palmer (1863-1934) started work as a clerk with Brearley Brothers eventually becoming manager of their Australian Tannery operations. Palmer purchased the 'Barwonside' tannery and manager's residence from Gardiner in 1912.

In 1926 a tornado destroyed much of 'Barwonside' which led to Charles Palmer selling the business. His daughter Gladys and her husband Basil Noel Collins remained at 'Iolanthe' before selling it to her brother Charles Noel Algernon Palmer in 1935.

Tannery Workers and Housing (Historic Themes 5 & 6)

As one of only two surviving cottages associated with Marshall's tannery industry, 'Iolanthe' is a rare example of nineteenth century housing in the area. It is unknown how many tannery employees lived locally beyond evidence of William Tozer's 1860s cottages, and a cottage on 'Barwonside' farm being swept away in a flood in 1880 when it was owned by Alfred Douglass.[4]

Tanneries prospered in Marshalltown in the mid-nineteenth century increasing the demand for skilled and unskilled workers. The scale of operations in the late nineteenth century are demonstrated by The Australian Tannery. By 1870 The Australian Tannery was paying £10,000 per annum in wages[5] and 'In order to give an idea of the extent of the business carried on it may be stated that Messrs Brearley Bros., are employing eighty men constantly at work'.[6]

A decade before 'Iolanthe' was built, the industry was changing with additions and improvements being made and new machinery installed by owners. At Geelong Tannery "One man standing behind the handle of the machine can perform the work which previously engaged the attention of three men."[7] The tannery employed 30 men, and the property described as being 'very compact, and on the surrounding land there are four cottage residences, occupied by some of the workmen and their families'.

[4] 'The Great Flood', *Geelong Advertiser*, 15 September 1880.

[5] *Illustrated Australian news for home readers,* 10 September 1870

[6] 'The Australian Tannery at Marshalltown', *Geelong Advertiser*, 20 May 1880.

[7] 'The Geelong Tannery', *Geelong Advertiser*, 14 May 1885.

By the 1920s, the industry in Marshalltown was beginning to decline. “The Australian Tannery has been idle for nearly twelve months owing to the state of the export trade, and an industry that at times employed 50 men was a valuable asset to the district in production, was lost to Geelong…the tornado on Thursday, July 22 was a further blow to the tannery industry in Geelong..”[8]

CONDITION

The fabric is in good condition with some minor deterioration noticeable.

INTEGRITY

The original character and appearance of the 1896 fabric are discernible demonstrated in the scale, hipped roof, horizontal weatherboard wall cladding, timber framed double hung windows arranged singularly on either side of the central doorway, bullnosed front verandah and wrought iron fretwork. The modern picket fence is appropriate. Several modifications are noticeable through an addition on the front of the south elevation.

COMPARATIVE ANALYSIS

‘Iolanthe’ can be compared to other late Victorian housing associated with Geelong’s industrial and farming history in Marshalltown, Newtown, and Lara.



Source: Google Street View, 2024

Dwelling, 1890c.
22 Riverdale Road, Newtown
HO1617 I HO1421

Weatherboard dwelling with historical associations with tanneries that operated in the vicinity from the 1850s. The dwelling was owned and occupied at first in 1891 by Josiah Windmill, tanner, a member of a well-known local family of quarrymen and tanners. The dwelling is a double fronted, symmetrical Italianate house with a picket fence and a timber outbuilding.



Source: David Rowe, 2014

Dwelling, 1880c.
19 Mornane Road
By 1892-93, the property appears to have been owned by Richard Zelley, who was a carter and tannery employee in the 1890s and early 1900s. The cottage was possibly addressed as Gardiner’s Lane (after George Gardiner of ‘Sunnyside’, 128 Tannery Road) in the 1890s.

Like ‘Iolanthe’, the dwelling is a Late Victorian styled single storey timber weatherboard dwelling with a hipped roof, bullnosed verandah and symmetrical (introduced) windows and on either side of a central door.

This place is currently not on the HO but is being considered for inclusion.

[8] ‘Tannery Industry. Future of Trade in Geelong’, *Geelong Advertiser*, 2 August 1926.



Source: Google Street View, 2024

House & Dairy, 30 Hicks Street, Lara, 1886
HO1978
The dwelling at 30 Hicks Street, Lara, has significance as a predominantly intact example of a Victorian styled dwelling in Lara and as one of the more intact surviving Victorian dwellings in the Lara area. The dwelling is historically significant for its associations with David Walker and his father, Robert Bell Walker, who established the highly successful Waverley Lime Company at Lara in 1878.

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Rowe, D. & Huddle, L., Geelong Outer Areas Heritage Study: Stage 2. Vol. 16 of 16. Record Sheets of Heritage Places, City of Greater Geelong, 1998 – 2000.

Rowe, D., About Corayo: A Thematic History of Greater Geelong, City of Greater Geelong,

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'The Australian Tannery at Marshalltown', *Geelong Advertiser*, 20 May 1880.

'The Great Flood', *Geelong Advertiser*, 15 September 1880.

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'Tannery Industry. Future of Trade in Geelong', *Geelong Advertiser*, 2 August 1926.

SCOPE TO ASSESSMENT

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CITY OF GREATER GEELONG

PLACE NAME : J.F. Field Play Park

ADDRESS : 01 Marshalltown Road, Marshall

Map Revised 18 July 2024

STATEMENT OF SIGNIFICANCE:

What is Significant?

The J.F. Field Play Park, 1 Marshalltown Road, Marshall, has significance as an important recreation ground established in 1988 after the relocation of St. Cuthbert's Anglican Church that had occupied the site since 1854. The site has been a central focus for the development and witness of the Anglican Church for over 125 years and from the late 20th century, public recreation. Tennis has been a sporting activity at this site since 1907 and the tennis court (although resurfaced) survives in its original location. The surviving mature cypress and pine trees are a physical legacy of the former Church occupation of the site and they continue to contribute to the landscape qualities of the reserve today. The reserve was named the J.F. Field Play Park in 1988 in memory of James Frederick Field (c.1910-1972), a long serving and well-respected member of the former St. Cuthbert's Church. In the south-west corner of the Park is a post-supported "J.F. Field Play Park" sign, giving some interpretation of the commemorative importance of the Park, while the introduced tennis pavilion also displays a sign in memory of J.F. Field.

How is it Significant?

The J.F. Field Play Park at 1 Marshalltown Road, Marshall, is historically, socially, and aesthetically significant at a LOCAL level.

Why is it Significant?

The J.F. Field Play Park at 1 Marshalltown Road is historically significant for its associations with the life and development of St. Cuthbert's Anglican Church between 1854 and 1988, and especially with James Frederick Field (c.1910-1972), a long serving and well-respected member of St. Cuthbert's who contributed much to the life and witness of the Church, including St. Cuthbert's Tennis Club (Criteria A & H). The park and the tennis pavilion are named in honour of J.F. Field who resided opposite the site at 19 Mornane Road.

The J.F. Field Play Park at 1 Marshalltown Road is socially significant as it is recognised by sections of the local community for its former Church use, and particularly for the important recreational role it plays in the area today (Criterion G). Tennis has been played on this site since 1907 and this continuing sporting activity is also valued by sections of the community in the existing original tennis court (albeit resurfaced). Equally importantly, the Play Park and the tennis pavilion have commemorative value for their associations with James Frederick Field, a well respected member of the community recognised for his sporting achievements and his devotion to the St. Cuthbert's Anglican Church that was previously on this site.

The surviving mature cypress and pine trees in the J.F. Field Play Park, 1 Marshalltown Road, are aesthetically significant for the important contribution they make to the landscape values of the reserve (Criterion E). While these trees are a physical embodiment of the previous occupation on the site of St. Cuthbert's Anglican Church, they continue to contribute to the landmark qualities of the reserve in this prominent corner location at Marshall.

PLACE NAME : J.F. Field Play Park

ADDRESS : 01 Marshalltown Road, Marshall



Proposed Heritage Overlay boundary

DESCRIPTION:

The J.F. Field Play Park at 1 Marshalltown Road, Marshall, is bound by the Barwon Heads Road to the east, Marshalltown Road to the south and Mornane Road to the west. The Park is especially characterised by two mature cypress trees at the southern end, a surviving mature pine tree to the west and several gum trees, other vegetation and open grassed areas.

A feature of the park is the tennis court. It is centrally located and has a bitumen surface and is bound by a high, black cyclone wire fence. A late 20th century skillion tennis pavilion constructed of Colorbond tray deck is located on the west side of the tennis court, having a large opening on the east side with a built-in timber seat. The structure is identified as the J.F. Field Memorial Pavilion.

To the west of the tennis pavilion is a children's playground having a bark surface and timber border surround.

In the south-west corner of the park is a timber sign that reads "J.F. Field Play Park" while to the north- west of this sign is another tubular steel framed sign that reads "Marshall Reserve".

PLACE NAME : J.F. Field Play Park

ADDRESS : 01 Marshalltown Road, Marshall

Schedule to the Heritage Overlay	Comments
☐ External Paint Controls Should Apply ☐ Internal Alteration Controls Should Apply ☒ Tree Controls Should Apply ☐ Fences &/or Outbuildings of Note	The surviving cypress and pine trees contribute to the significance of the park. It is recommended that the heritage overlay apply to the whole site (as shown on the attached image).

Opportunities are available to provide some interpretation of the former St. Cuthbert's Church associations with the site.

HISTORY:

General History of Marshall

(largely taken from Greater Geelong Outer Areas Heritage Study Thematic History)

Once known as Breakwater, then Marshalltown, this locality was an important industrial area from the mid 19th century. It was here that the Brearley Brothers established their Australian Tannery in 1852. It became the largest tannery in the southern hemisphere and had a work force of 50. It had its rivals - Gardiner's and Victoria tanneries and Barwonside fellmongery. In 1890 Marshall had a population of 225. Brearleys' closed in 1925 and the Victoria in 1929, ending Marshall's association with tanning.

From 1886 the area had been served by a railway siding which was first known as Connewarre but was renamed Marshall in 1907 - it closed in 1964. There had also been a branch line to serve the neighbouring Geelong Racecourse from 1878 to 1906 when the course was shifted to its present site. The branch railway was then dismantled in 1909.

The racecourse land was handed over to the Geelong Harbor Trust, formed in 1905, which developed it as Sparrovale Farm, named after E.R. Sparrow, auctioneer and secretary of the racing club. The development of Sparrovale Farm continued a tradition of farming in the Marshall area established in the 19th century.

When Michael Murnane opened the Breakwater Hotel at Marshall in 1856, the location was given as Connewarre; it remained in business until at least 1872. Another hotel, the Racecourse appeared at Marshall in 1886 and survived into the post-World War II era; today Rice Village, a Catholic retirement scheme, occupies the site. A denominational school was established by the Church of England in 1851 and it also served as a church from 1852 until the separate St. Cuthbert's opened in 1871. The school was replaced by a vicarage in 1904 (it was destroyed by fire in 1938) and a new church was built in 1911 (further details are given in the following subsection).

Marshall's second school was opened as State School No. 3917 Ash's Hill in 1915. In 1922 it was renamed Marshall; in 1940 it was destroyed by fire and was rebuilt in the following year. It closed its doors in 1948, an indication of the declining population in the area at this time. In recent years, parts of Marshall have witnessed substantial suburban residential development and the construction of a railway station off Marshalltown Road.

History of St. Cuthbert's Church of England & J.F. Field Play Park

A rectangular 2 acre site at the corner of Barwon Heads and Marshalltown Roads (then known at Mt Colite Road and Gardiners Lane) was set aside for Anglican Church purposes on 28 December 1854. A school room and dwelling was subsequently built for the Denominational Church School and the school room served as a place of worship. On 14 July 1870, a licensed lay reader, J. Brown, commenced duties. On 23 September 1870, the *Victoria Government Gazette* listed the first Trustees of the Anglican Church site. They were The Lord Bishop of Melbourne, James Wilberforce Stephen, and Thomas Turner A'Beckett.

PLACE NAME : J.F. Field Play Park

ADDRESS : 01 Marshalltown Road, Marshall

It was on 29 January 1871 when the Marshalltown Church was officially opened by Canon Goodman. Mr Sharp Brearley of the Australian Tannery had previously chaired a fundraising committee to repair the school room and install 20 seats, a platform and reading desk. The Church was named St. Cuthbert's.

By 1901, the St. Cuthbert's Church congregation had decided to construct a new Church building. At this time, a meadow fete was held on 23 October to raise funds for the new building. In 1904, the Geelong architects, Laird and Barlow, called tenders for the construction of a Parsonage on the site. Three years later in 1907 an open air tea meeting, sacred concert and sale of work was held in aid of the Parsonage fund.

Also in 1907 was the opening of the St. Cuthbert's tennis court. Those involved with the establishment of the court were Messrs A.G. White, N. Hirst (Belmont); Misses Adamson and Walker (Mt. Duneed), Rev. D. Weir and Archdeacon Hindley. The establishment of the St. Cuthbert's Tennis Club not only brought about the sporting activity of tennis to the Church site, but also social events. In 1908, the Tennis Club held a concert.

In 1908, a special meeting of the congregation was held to discuss the construction of a new timber Church building. It was designed by the Geelong architects, Laird and Barlow and built by Mr Kelly at a cost of £530. The Federation Carpenter Gothic styled building, with its steeply pitched gabled roof was situated near the south-west corner of the site with a frontage to Marshalltown Road.

In 1922, the old school room and dwelling were demolished and replaced with a new hall. It was located to the south- east of the Church building, immediately south of the tennis court.

In 1968, the north-east corner of the Church site was excised as part of the realignment of the Barwon Heads Road. With a declining congregation, St. Cuthbert's Church relocated to a new building in Grovedale in 1982. The old timber Church was removed to Cobbin Farm, Grove Road, Grovedale in 1987 and in the following year the hall was demolished. The Church land at 1 Marshalltown Road was sold to the South Barwon City Council for $30,000, which, according to Joy Durran in *The History of St. Cuthbert's Church*, was "on condition it remain a recreation area." Durran also stated that:

"The old trees and tennis court, the J.F. Field Memorial Pavilion, the new play equipment and seating on land almost lost to a council subdivision, were saved by a determined effort by local people."

Contributing much to the development and witness of St. Cuthbert's Church was the Field family. James Frederick Field (c.1833-1905) and Mary (nee Kemp) (c.1834-1923) had emigrated from England and first came to Marshalltown in 1876. They had seven children, with Charles Ryder Field (c.1868-1953) being the fourth child. Charles Field married Sarah Ann Riley in 1902 and they had one child, James Frederick Field, who was born in c.1910. A clerk/accountant, J.F. Field married Gertrude (nee Seiffert) and they had a daughter, Bernice (Mrs O'Leary). The Field family home was situated opposite the Church site at 19 Mornane Road. It was built for Charles and Sarah Field in 1904-05 and it was later the home of James and Gertrude Field.

The esteem held to the Field family by the Church congregation was noted upon the death of Charles Field in 1953. As Joy Durran in *The History of St. Cuthbert's Church* states:

"the death of Mr Charles Ryder Field, a vestry man since 1899, was mentioned in high tribute to his loyal service. Members of the vestry stood in silence as a mark of respect to him."

Another early member of the Church was Jim Field (senior). He served as Secretary for 10 years between 1877 and 1887. His grandson, James Frederick Field was also a long serving member of St. Cuthbert's. He donated a notice board in memory of his parents, Charles and Sarah in 1953. His service to the Church included a term as Secretary between 1961 and 1972, Peoples' Warden in 1970, and involvement in the St. Cuthbert's Tennis Club. On his death in 1972, the Vestry, Guild and Parishioners of St. Cuthbert's Church published a notice in the *Geelong Advertiser* as "A tribute of respect to James Frederick (Jim) who gave a lifetime of devoted service to St. Cuthbert's Church of England, Marshall."

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James Field's wife, Gertie Field, was Church Organist in 1942-1952, 1954-1958 and 1961-82, Sunday School Superintendent, Ladies' Guild office bearer and a member of the St. Cuthbert's Tennis Team.

A tennis pavilion at St. Cuthbert's was subsequently named in memory of James Field. After the Church site was sold to the South Barwon City Council and transformed into a recreation ground, it was named the J.F. Field Play Park, in memory of James Frederick Field. Since 1998, a post-supported sign has been erected in the south-west corner of the site, recognising the name of the reserve as the J.F. Field Play Park.

COMPARATIVE:

The J.F. Field Play Park is one of few historically recognised small public recreation reserves south of the Barwon River in the former municipality of South Barwon. Other comparable reserves include:

- Alsop Park, 2-4 Mt Pleasant Road, Belmont: set on a triangular piece of land with roads to all sides of the site, the park is characterised by two mature Canary Island Palm trees, perimeter garden beds having bluestone borders and open grassed areas. The land was first temporarily reserved from sale in 1880 and in 1909 it was described as "a reserve for road purposes." It was not until 1941 when the reserve was officially opened as Alsop Park, having been named after Councillor Alsop, past (and then current) President of the South Barwon Shire.

Belmont Heights Neighbourhood Park, Regent Street, Belmont: rectangular in plan, the park is characterised by an open, grassed playground and substantial pine, cypress, palm peppercorn, silky oak and Moonah-Meleleuca trees. There is some public seating and children's play equipment. It appears that the site was designated for a park as early as 1913 when the Belmont Height Estate residential subdivision was created and the first of many homes constructed.

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PLACE NAME : J.F. Field Play Park

ADDRESS : 01 Marshalltown Road, Marshall

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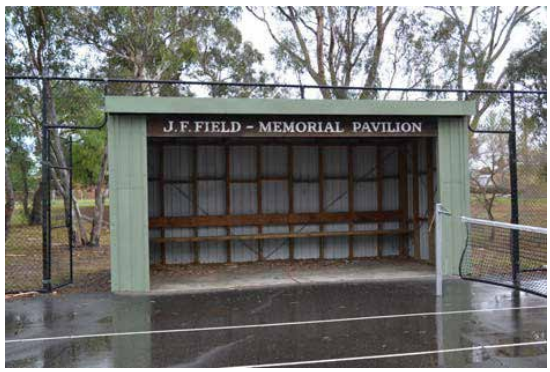
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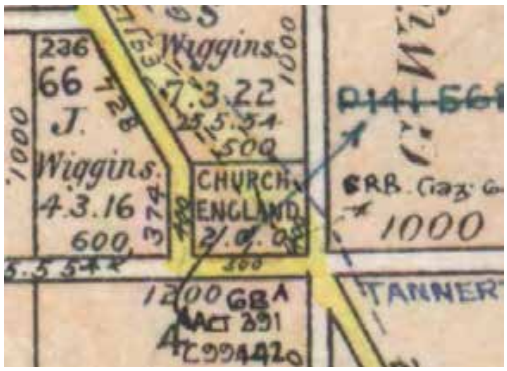
St. Cuthbert's Church of England Marshalltown, Public Building file, VPRS 7882, Units 707 & 1431, Public Record Office Victoria.



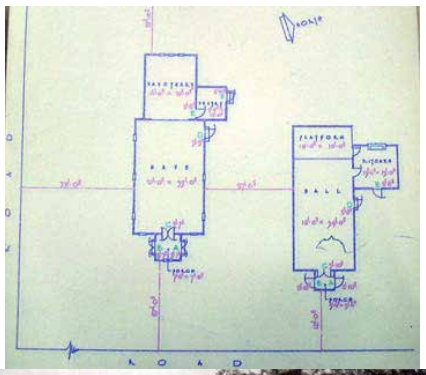
J.F. Field Play Park, looking north from Marshalltown Road.



J.F. Field Memorial Tennis Pavilion, east elevation.



Connewarre Parish Plan showing 2 acres of land reserved for the Church of England, Source: VPRS161, Public Record Office Victoria.





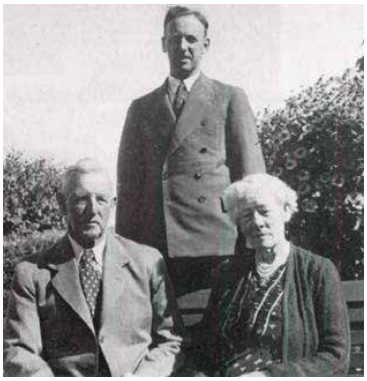
St. Cuthbert's Church (left) & Hall (right) fronting Marshalltown Road, c.1928. Source: Holmes collection c/o David Rowe.

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Floor plans of St. Cuthbert's Church & Hall, 17 December 1964. Source: VPRS 7882, Unit 1431, Public Record Office Victoria.

J.F. Field (standing) with his parents, Charles and Sarah Field, n.d. Source: Pescott, *South Barwon 1857-1985*, p.120.



2.6. Economic Development Advisory Board Options Paper

Source: **Placemaking**
Executive Director: **Tennille Bradley**

Purpose

1. For Council to note the Geelong Economic Development Advisory Board Report, Lucid Economics Pty Ltd **(Attachment 1)**.

Background

2. At the 23 April 2024 meeting Council resolved to:

   2.1. Endorse the draft Economic Development Plan - Geelong on the Rise: A Clever & Creative International City for community consultation for a period of four weeks; and

   2.2. Requests the Chief Executive Officer (CEO) to explore the opportunities, strengths and weaknesses in establishing an Economic Development Advisory Board and that the CEO prepare an options report for the August 24 Council meeting.

Key Matters

3. The City engaged Lucid Economics Pty Ltd to develop the options report following the consultant's work on the adopted economic development strategy.

4. The options report provides information regarding various governance models that have been used for Economic Development Advisory Boards or Committees and highlights the strengths and weaknesses of each.

5. The options paper represents the consultant's observations and will require further consideration by City officers, including further assessment of the benefits and risks of these models for the City, including:

   5.1. Consideration of the current context and other existing organisations to avoid duplication of effort;

   5.2. Ensuring that the new model adds value to the local business destination; and

   5.3. Is fit for purpose.

6. This report responds to Council's request at the 23 April 2024 meeting, Further consideration and a proposed model will be presented post the Greater Geelong City Council Election 2024.

RESOLUTION - Item 2.6

Cr Aitken moved, Cr Mason seconded -

That Council notes the Geelong Economic Development Advisory Board - Options Report (Attachment 1).

Carried

Financial Sustainability

7. The formation of an additional committee or advisory group will require additional staff resourcing and administrative resourcing support. This may differ depending on the governance model that is ultimately endorsed by Council.

Community Engagement

8. The options paper was developed exclusive of community engagement and utilised secondary research and insights gained through the development of the Geelong on the Rise 2034 economic development plan.

9. The Economic Development Advisory Boards Options Paper is an independently developed report that combines national examples with stakeholder feedback gathered during the economic development strategy's development.

Social Equity and Sustainability

10. The Economic Development Advisory Board models offered address social inequity by advocating for diverse representation and designing inclusive programs that cater to priority groups' specific needs.

11. They leverage local industry knowledge to recommend policies, enhance access to economic opportunities, and monitor the impact of initiatives aimed at reducing barriers for disadvantaged communities.

Relevant Law/Policy/Legal Implications

12. There are no legal implications related to this report.

Alignment to Community Plan and Vision

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

    High-performing council and organisation.

    Strong local economy.

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

    A destination that attracts local and international visitors.

    A prosperous economy that supports jobs and education opportunities.

Conflict of Interest

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

Risk Assessment

16. This report evaluates the existing landscape in Geelong and discusses the pros and cons of the proposed Economic Development Advisory Board models.

17. When considering a new board, it's crucial to understand the current context and avoid duplication of efforts with existing organisations. The goal is to ensure the new board enhances the local business environment effectively without unnecessary overlap.

Environmental Sustainability

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

Attachments

1. GEELONG Economic Development Advisory Board Options Paper 2024 [**2.6.1** - 23 pages]



Geelong Economic Development Advisory Board

Options Report

Report prepared for

City of Greater Geelong

June 2024

LUCID ECONOMICS

lucid

/'lu:sid/

adjective

1. expressed clearly; easy to understand

2. bright or luminous

LUCID ECONOMICS

Document Control

Job Name:	GEELONG EDAB Options Paper
Client:	City of Greater Geelong
Client Contact:	Brendan Sanders

Disclaimer:

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Acknowledgement of Country

Lucid Economics acknowledges the Traditional Custodians and Elders of Country throughout Australia, and their connection to land, sea and community. We pay our respects to Aboriginal and Torres Strait Islander Elders past, present and emerging.

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1. Introduction

Lucid Economics Pty Ltd (Lucid Economics) has been engaged by the City of Greater Geelong to provide an options paper regarding varying models of Economic Development Advisory Boards in Australia.

At the 23 April 2024 Council meeting, the draft 2024-2034 Economic Development Plan - 'Geelong on the Rise: A Clever & Creative International City' was tabled for consideration and endorsement ahead of being released for community consultation.

At the meeting, Council resolved to:

1. Endorse the draft Economic Development Plan - Geelong on the Rise: A Clever & Creative International City for community consultation for a period of four weeks; and

2. Requests the Chief Executive Officer (CEO) to explore the opportunities, strengths and weaknesses in establishing an Economic Development Advisory Board and that the CEO prepare an options report for the August 24 Council meeting.

This options report provides information regarding various models that have been used for Economic Development Advisory Boards or Committees and highlights the strengths and weaknesses of each.

Any reference to Geelong in this report refers to the City of Greater Geelong unless otherwise noted.

2. Local Context

Any Economic Development Advisory Board needs to fulfill a specific role as well as complement any existing organisations so as to avoid duplication and an inefficient use of resources.

Geelong is very fortunate to have a very active and engaged business and industry sector. Collaboration amongst and between business and industry was highlighted as a local competitive advantage in the Draft 2024-2034 Economic Development Plan. This high level of collaboration has resulted in a significant number of different and various groups and organisations that support the economic development of Geelong. These groups are often focused on the development of a specific industry, working together on a specific part of Geelong or fulfilling a specific role in economic development.

These groups are briefly described below.

Advanced Fibre Cluster Geelong

The Advanced Fibre Cluster is an initiative of a group of highly innovative companies and organisations centred around Deakin University and the Geelong region. The purpose of the cluster is to accelerate the growth of Australian advanced fibre and composites capabilities.

The Cluster promotes and supports the interests of its members through the facilitation of research and business collaboration, access to opportunities, trade missions and site visits, advocacy, training, and the sharing of management and technical best practice.

Central Geelong Business Reference Group

The aim of Central Geelong Business Reference Group is to support Council decision making for matters to growth of Central Geelong by providing feedback and advice through a deliberative engagement process.

The Reference Group will also provide a platform for prominent, experienced and respected businesspeople to advocate on priorities that are important to the business community in Central Geelong.

To deliver on the aim, the Reference Group will consider the collective interests of the business community in Central Geelong and specifically:

- Provide advice, knowledge and experience to Council on the agreed priority issues of:
  - Public transport
  - Car parking
  - Marketing of Central Geelong
  - Commercial rates.
- Provide feedback to actions that support the progression of priorities identified in the Geelong CBD Engagement Taskforce - Findings Report (2020)
- Provide advice and feedback on other strategic items to be first submitted in writing to the Chief Executive Officer for inclusion at their discretion.

The Central Geelong Business Reference Group is made up of representatives from local businesses located in Central Geelong Business Precinct.

Committee for Geelong

The Committee for Geelong was established in 2001 by a group of Geelong leaders who identified an opportunity to collaborate to build a better Geelong.

The Committee for Geelong provides strategic leadership and influence to leverage the economic potential of the city-region. It is an independent, non-partisan, membership-based organisation, whose members include local, national and international organisations and individuals that provide a united voice on the issues facing Geelong. The Committee for Geelong encourages innovation and debate around opportunities for Geelong and looks at ways to solve problems and confront challenges by influencing policy at the local, state and national level.

Creative Geelong

Creative Geelong non-profit, membership arts organisation that was established in 2015. Creative Geelong provides accessible spaces and tenancies in Geelong's city centre as well as programs and events for emerging and under-represented artists. The organisation seeks to work with and support creatives at every stage of their journey to foster a rich local arts and creative industries ecosystem. Creative Geelong seeks to collaborate with individual creatives, local communities and all levels of government.

Geelong Region Alliance (G21)

G21 is the formal alliance of government, business and community organisations working together to improve the lives of people within the Geelong region its across five local government areas. It works as a forum to discuss regional issues across interest groups and municipalities resulting in better co-ordinated research, consultation and planning.

G21 supports the delivery of projects that benefit the broader Geelong region across municipal boundaries and is a platform for the region to speak with one voice to all levels of government.

The G21 alliance is made up of hundreds of members, including municipal councils, businesses, community organisations and government agencies. They are supported by more than 300 community leaders and specialists. G21 operates in five Pillar and Advisory Groups, based on the region's key priorities:

- Culture & Economic Development
- Health & Wellbeing
- First Nations Pillar
- Sustainability
- Planning & Transport

G21 is a non-profit organisation. Funding is provided by the five municipal council members, its broader membership base and occasional government or community foundation grant.

Geelong Chamber of Commerce

The Geelong Chamber of Commerce is Geelong's main business support body providing support and advocacy for local businesses. The Chamber has been operating for 170 years. Like most chambers, it is a non-profit, membership-based organisation with over 1,000 members. The Chamber offers a range of networking events as well as a wide range of training and mentoring services. It is governed by an independent board of directors, elected from within the membership.

Geelong Defence Alliance

Geelong Defence Alliance (GDA) is a collaboration between Geelong-based industry and key stakeholders focused on increasing local involvement in the Australian defence industry. GDA is a focal point for defence related organisations (private sector and government) interested in doing business with Geelong. The GDA champions involvement in key military projects across all defence domains, identifying and coordinating opportunities, facilitating information, and advocating for Geelong business in defence based initiatives.

The GDA is a collaborative initiative of City of Greater Geelong and the Geelong Manufacturing Council. It responds to the recent investment from Hanwha in the establishment of a major defence manufacturing facility and the future potential that this industry can offer Geelong.

Geelong Manufacturing Council

The Geelong Manufacturing Council is an Australian Public Company, Limited By Guarantee whose history dates back 148 years. It represents manufacturers of all sizes as well as education and training organisations, the City of Greater Geelong and many service providers.

The Geelong Manufacturing Council offers networking, knowledge sharing among peers, tailored training, and advocacy services. Its programs grow skills and capabilities, stimulate innovation, product and market diversification and enhance the entrepreneurial ecosystem. The Geelong Manufacturing Council advocates on behalf of members to create a positive manufacturing environment, to support the pursuit of excellence across manufacturing and to attract talent and investment.

The Gordon / Deakin University

The Gordon is Victoria's largest regional stand-alone TAFE and has been helping people gain real skills for real jobs for over 130 years. It operates four campuses and provides a wide range of education and training.

Deakin University was formed in 1974 and created its Waurn Ponds campus. Today, it has four campuses across Victoria and includes 60,000 students. It is acknowledged as a premiere learning institution and is included in the top 1% of global universities. It houses a number of bespoke and globally leading research centres.

Together, The Gordon and Deakin University provide a robust foundation for workforce development in the Geelong region.

Tourism Greater Geelong and the Bellarine

Tourism Greater Geelong and the Bellarine is the official regional tourism organisation for the broader region and works closely with Visit Victoria, the State's tourism and events company, to promote and develop the destination. Tourism Greater Geelong and the Bellarine undertakes a variety of destination marketing and development activities as well as houses Business Events Geelong, the local convention bureau, and Study Geelong, which seeks to attract international students to the area. It is funded through State Government and numerous local industry partners and tourism operators.

3. Economic Development Advisory Board Options

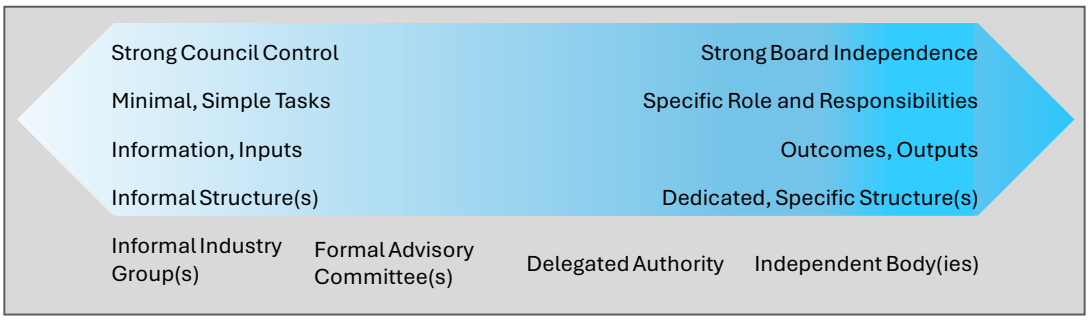
3.1 Overview

There is a wide range of options and a myriad of different models that could be applied to a future Economic Development Advisory Board for Geelong. Generally speaking, these options can be portrayed against a spectrum of offerings based on Council's control (or the influence and authority of the group) and work or the outcomes of the Board's efforts. On the one side of the spectrum, Council has complete control of economic development with the group providing information, insights and suggestions in an informal fashion. On the other end of the spectrum, the group would have authority to make decisions and directly undertake activities (on behalf of the region/Council). The variety of options that exist within the spectrum is significant and can vary greatly depending on what is required and the unique local operating environment.

Generally speaking, there would be four types of Economic Development Advisory Boards for local governments to consider:

- **Informal Industry Group(s)**: an informal group or groups of local businesses that would come together to provide information, insights and opinions regarding future economic development activities that are required.
- **Formal Advisory Committee(s)**: a formal committee of Council that would be made up of local business and industry representatives and/or elected members or executives of Council that meet to provide advice and guidance for economic development.
- **Delegated Authority Body(ies)**: a formal independent group that would have the ability to make decisions and direct expenditure (utilising financial resources from Council).
- **Independent Body(ies)**: a formal and independent organisation, under the direction of an independent board typically made up of business and industry leaders (which can include 1-2 elected members or executives from Council), that undertakes specific activities or programs to generate specific outcomes (usually identified by Council or the community as required).

Figure 3.1. Spectrum of Economic Development Advisory Board Typologies and Characteristics



Source: Lucid Economics

The specific details of any Economic Development Advisory Board for Geelong could be crafted to deliver any level, size or scale of outcomes desired or tailored to suit any number of roles and needs.

These four types of Economic Development Advisory Boards are described in further detail below, using varies case studies. The typologies discussed below are focused around local government areas. The analysis could be expanded to include additional models to consider at a regional level as well as specific legal structures for different corporate entities.

3.2 Informal Industry Group

Informal business or industry groups would generally include a range of business and industry representatives. They would normally be grouped by a specific industry or topic and would come together at regular (albeit not routine) times. These groups are often formed to gain specific insights or information but would not necessarily offer direction or guidance.

In many circumstances, these groups are brought together to discuss a specific topic or respond to a certain challenge. For example, local governments have often formed a taskforce to consider relevant industry topics like night-time economy, short-stay accommodation, etc. or in response to specific adverse events such as floods, fires, COVID-19, etc.

The membership to these groups can be fluid and open to all parties or at other times, the membership would be more selective or the selection process may be more formal. These groups are brought together often to generate discussion, information and insight, without any formal or informal outcomes in terms of recommendations or future activities or initiatives that should be undertaken. In other examples, the group may publish its findings and recommendations to the local government.

In some circumstances, there may be no group at all and an economic developer may simply establish individual relationships with various business and industry representatives and consult directly with them on any relevant topic.

The specific approach taken for these groups would be determined by the need or the particular situation at the time.

Case Study 1: Sunshine Coast REDS Industry Action Groups

After the adoption of the 2013 Sunshine Coast Regional Economic Development Strategy (REDS), Council formed industry action groups around the identified seven high-value industries highlighted in the strategy.

These action groups were self-regulating and self-governed. The purpose of the industry action groups was to provide information to Council regarding how the REDS should be implemented in terms of the individual high-value industries. The industry action groups did not have any Council membership and were generally led by a passionate local business person.

These action groups proved valuable in the early years of the REDS, providing sound intelligence and insights for Council in terms of how each industry could develop into the future. The Food and Agribusiness Industry Action Group went on to form the Food and Agribusiness Network (FAN), an independent, industry membership based organisation that continues to support local businesses in this sector and contribute to the goals identified in the original strategy.

Case Study 2: Gippsland Regional Executive Forum

The Gippsland Regional Executive Forum is a local group of business leaders that gather to discuss current topics, challenges and opportunities facing the Latrobe Valley. The business leaders represent a diversified mix of industries across the local economy and often receive presentations or briefings that are topical to current discussions.

The purpose of the group is to stimulate discussion, build effective networks and advocacy in terms of regional investment facilitation and policy/regulatory frameworks.

The group is self-funding, self-governing is not incorporated or officially registered and manages its membership and access closely.

The group has proven to be a valuable sounding board for Council in regard to specific policy, infrastructure or other key decisions.

Case Study 3: City of Perth Night Time Economy Taskforce

The Northbridge precinct in the City of Perth has undergone a significant transformation over the last 20-30 years. Today, it is the City's entertainment and night time economy precinct. During its evolution, conflict arose between the City's desire to support the night time economy and the transition spawned by the State Government's redevelopment of the area, which saw a significant increase in residential population.

To better manage this conflict, the Night Time Economy Taskforce was established to create a forum of discussion and to listen to the concerns of local businesses, local residents and visitors to the precinct.

Information and intelligence gathered from the taskforce was used to amend local planning controls and other regulations regarding night time activities, indoor and outdoor dining and other activities.

Case Study 4: Brisbane Short-Stay Accommodation Taskforce

In June 2023, Brisbane City Council formed a Short-Stay Accommodation Taskforce to help examine the City's short-stay rental market and to identify approaches to manage short-stay rental market in the City.

The purpose of the Taskforce is to liaise with business and industry groups, property owners and body corporates as well as the broader residential community to plan, develop and manage the impact that short-stay accommodation on the City.

The Taskforce will make recommendations to the City to help better manage short-stay rental accommodation within the City.

Other examples of Informal Industry Groups:

- Moreton Bay Mayor's 2032 Legacy Working Group
- Ipswich Environment Recovery Taskforce (to lead flood recovery)
- Scenic Rim Adventure and Nature-based Tourism Industry Group (to contribute to the development of a new strategy)
- Manjimup SuperTown Reference Group (mix of local residents and businesses to comment on strategic planning and infrastructure provision)

3.3 Formal Advisory Committee

Formal advisory committees to local government are regularly used by many different Councils across Australia. These bodies usually have a specific terms of reference, are brought together to provide advice and guidance to the local government authority in a specific area and are bound by specific regulations and formalities (i.e. membership to the committees if often a function of an EOI process, minutes and agendas of meetings are documented and published, etc.).

Many local governments have an economic development advisory committee or a derivative of this (e.g. local business advisory committee, economic development and tourism advisory committee, local industry advisory committee, etc.). Local governments also tend to have other advisory committees that may pertain to arts and culture, environment, audit and risk, strategy, etc. or that are focused on a specific geographic area or precinct within the municipality. Typically, local governments form an advisory committee when they seek advice and input from local representatives.

These committees tend to have very formal meeting arrangements and meetings are scheduled at regular times throughout the year. These committees tend to have set meeting agendas, which may feature specific questions that the elected Council have posed during an official Council meeting or relate to another matter that the elected Council has referred to the committee for advice. The committee's specific role and function is usually addressed in a terms of reference that also highlights the criteria for membership. Membership to the committee is usually dictated by the Council in terms of the number and make-up of the committee members (i.e. elected members, staff, local representatives). If local representatives are sought for the committee, they are selected through a public expression of interest (EOI) process.

The term of the advisory committee can be fixed (i.e. four years) or open. Councils can disband a committee at any time.

In terms of economic development, these committees sometimes include tourism or in other cases, the tourism industry has its own advisory committee. Additionally, local governments have often formed an advisory committee when undertaking a major city centre or other precinct redevelopment or wish to drive and support growth in a specific part of the local government area.

These formal advisory committees for economic development are seen across most states but seem most prevalent in Victoria.

A formal advisory committee is by far, the most common approach to forming an economic development advisory body by local governments in Australia.

Case Study 5: City of Melbourne – City Economy Advisory Committee (CEAC)

Established: 2023 by Council endorsement.

Purpose: CEAC provides strategic advice to the City of Melbourne on economic challenges and opportunities, focusing on enhancing the city's economic recovery and growth. It informs major Council proposals impacting the city economy and drives initiatives to boost visitation and demand for local businesses.

Structure and Composition:

- Membership: Comprises 6 to 10 members plus 2 City of Melbourne Councillors, appointed based on strong connections to industry, small business, major employers, and stakeholder groups.
- Expertise: Members are experts from Melbourne's retail, hospitality, innovation, and social enterprise sectors, bringing diverse perspectives to economic strategy.

Role and Responsibilities:

- Strategic Advice: Offers insights into the city's economic conditions, identifies growth opportunities, and shapes economic recovery initiatives.
- Business Round Table: Facilitates exchange between Council and industry representatives, supporting the city's economic goals and initiatives.
- Focus Areas: Emphasizes the daytime economy, aiming to enhance participation by visitors, office workers, residents, and students in city economic activities.

Integration and Governance:

- Public Selection: Members selected through a public expression of interest and management nomination process.
- Chairmanship: Chaired by a City of Melbourne Councillor, responsible for conducting meetings and ensuring effective communication among members.
- Diversity: Composition aligns with Council's Diversity Policy to ensure representation from diverse backgrounds and sectors.
- Impact and Alignment: CEAC complements the Invest Melbourne Advisory Board by focusing on strategic economic advice and fostering Melbourne's attractiveness as a key investment destination. Its establishment underscores Council's commitment to leveraging local expertise for sustainable economic development and recovery.

Case Study 6: Warrnambool Economic Development and Tourism Advisory Committee

The Warrnambool Economic Development and Tourism Advisory Committee typifies a standard Economic Development Advisory Committee. An excerpt from the terms of reference demonstrate these key facets.

1. Purpose

The formal name of the Committee shall be the Economic Development and Tourism Advisory Committee (the Committee).

The purpose of the Committee is to provide strategic advice and direction in relation to Warrnambool economic development and tourism matters and to act as a conduit of information between stakeholders and the Warrnambool City Council.

2. Role/Objectives

The role of the Committee is to:

- Advise Council on significant strategic matters, trends or issues relating to the economic and tourism development of Warrnambool and the Great South Coast region.
- To discuss new initiatives and major projects that support the Economic Development and Investment Strategy, Events Strategy and Warrnambool Destination Action Plan.
- To act as a reference group and provide recommendations to Council on matters that fall within the Committees Terms of Reference.
- Provide valuable industry/local knowledge to help inform Council decisions on economic development and tourism matters.

3. Powers and Responsibilities

The Committee has the power to and must:

Report to Council after every meeting via Committee meeting minutes.

- Advise Council through recommendations. These recommendations are to be considered and agreed to by Council before action can be taken.

4. Membership

The committee shall be composed of no fewer than 6 members and shall include:

- One (1) member of Council (to chair)
- Five (5) skill-based members appointed by Council
- Director City Growth
- Council Manager Economic Development and Tourism

Additional representatives and stakeholders may be co-opted by the committee or Warrnambool City Council for a limited period to provide advice on specific issues.

The Committee shall be comprised of no fewer than six (6) members.

The term of membership for each independent member shall be four (4) years, and the term for Councillor Committee members shall be one (1) year.

Case Study 7: Byron Shire Council Business and Industry Advisory Committee

The Byron Business and Industry Advisory Committee includes three elected members and business or industry representatives are invited to participate given the topics and meeting agenda.

The purpose of the committee is to identify and report back to the full Council any pertinent business or visitor economy matters such as opportunities, concerns, funding opportunities, government policy or best practice. The committee also acts as a conduit for the development of the Byron Business, Industry and Visitor Economy Strategy, providing review and input prior to the document progressing to the full Council.

Case Study 8: Gosford CBD and Waterfront Advisory Committee

The Gosford CBD and Waterfront Advisory Committee represents an important mechanism for consultation, advice and feedback to Council regarding the implementation of important elements of the Community Strategic Plan and Council's Delivery Plan.

Specifically, the committee provides advice and feedback to Council for:

- Initiatives to promote and appropriately develop the Gosford CBD
- Initiatives related to the Gosford waterfront
- Initiatives regarding the overall approach to the Gosford CBD and waterfront

The committee is made up of five elected members and six community members, which allows the community members to collectively 'outvote' the elected members. Additionally, there are other representatives (non-voting) as well as specific Council staff that can attend the meetings.

The conduct of members, running of meetings, meeting schedules and reporting is all dictated by Council's approved terms of reference.

Other examples of Formal Advisory Committees:

- Nillumbik Economic Development Advisory Committee
- Moorabool Local Business Advisory Committee
- Kingston Business & Economic Development Advisory Committee
- Yarra Business Advisory Group
- City of Melbourne Night Time Economy Advisory Committee
- Cardinia Tourism Advisory Committee
- Port Macquarie Town Centre Master Plan (TCMP) Sub-Committee
- Townsville Place Making Committee
- Redlands Coast 2032 Legacy Working Group

3.4 Delegated Authority Body

A delegated authority body is simply an organisation or group that has been delegated authority to undertake activities and/or direct expenditure (provided by Council). This type of model is not strongly represented across the country and has only appeared in very specific circumstances.

A delegated authority body represents an independent organisation that would have its own governance structure, typically answering to its own board or management structure. The group would be able to determine what activities or initiatives may be required and then also direct specific funding to these priority areas. The funding for these activities or initiatives is often solely provided by Council but Council does not have authority to direct where or how these funds are specifically allocated. Council may have the ability to identify the overall purpose or goal of the funds, but the delegated authority body will determine where the money is allocated.

These organisations have robust and transparent reporting requirements in place so that Council can understand how and where any funds are spent.

In North America, the use of Business Improvement Districts (BIDs) has proven very valuable and a good mechanism to generate strong cooperation between local businesses and local governments. In the North American model, BIDs are independent, stand-alone associations (corporate entities) that are governed by their own constitution and board. In many instances, the BID will collect funds from local businesses that are then matched by municipal funding to support a variety of place making initiatives, such as events, street scaping, etc. In this model, the local government has no control over how the funds are allocated. These funding decisions are made by the board of the BID.

There have been multiple attempts by Governments in Australia to consider the establishment of BIDs. The New South Wales Government is currently running a Community Improvement District (CID) Pilot Program based on BIDs from overseas.

Case Study 9: NSW Community Improvement District (CID) Pilot Program

The program will deliver ten trial Community Improvement District (CID) pilots across NSW that test the viability of diverse governance models and strengthen the local place economy.

CIDs are business-led, place-based partnerships that bring businesses together to support and grow local economies, high streets, and/or centres. They enhance local trading environments, encouraging people to get out into their local neighbourhoods and retail centres to enjoy local goods, services, and activities on foot.

The pilots are being conducted across the Greater Sydney Region and Regional New South Wales by local councils and local business associations.

The first round of the CID Pilot Program comprises 10 pilots with a funding pool of $3.75 million.

The projects will trial establishing sustainable district governance models and a collaborative approach to placemaking initiatives to create vibrant districts across NSW. Pilots are different and will deliver a range of physical and non-physical interventions including generating insights using smart technology, using marketing campaigns to strengthen a community profile, and turning vacant shopfronts into creative, pop-up retail spaces.

The CID Pilot Program will develop an evidence base that will help to inform a consistent state-wide approach to CID policy in NSW.

Case Study 10: Coffs Harbour City Centre Master Plan Committee

The Coffs Harbour City Centre Master Plan Committee is a formal committee of council that was established to oversee the implementation of the City Centre Master Plan. Council applied for and received permission from the Independent Pricing and Regulatory Tribunal (IPART) to charge a special variation rate on properties in the City Centre to fund the implementation of the City Centre Master Plan.

The committee is guided by a specific terms of reference and the committee is made up of two elected members, one community member, five property owners and two retail businesses from within the City Centre. The committee also has non-voting members made up of Council staff.

While the committee's role includes a number of functions that are typical of an advisory committee (e.g. advising council regarding the implementation of the Master Plan, acting as a communication conduit between Council and City Centre stakeholders, advocating for the Master Plan and consulting with key stakeholder groups), it also has a delegated authority regarding expending funds allocated by Council for the day to day expenses of activating the Master Plan and making recommendations for expenditure on works and projects that it deems necessary. These recommendations can either be accepted or rejected by Council, but not changed or amended.

There are strict reporting requirements, including the submission of meetings minutes, and any expenditure that the committee makes must abided by Council's procurement policies.

3.5 Independent Body

Independent economic development bodies have also become somewhat common place across Australia. These organisations are independent corporate entities that are governed by their own board of directors and have professional executive management and staff. These organisations typically derive a significant amount of funding from the local government, and for this funding carry out specific tasks, activities or programs. They often report back to Council regarding their activities and the outcomes that have been achieved. These organisations often supplement Council funding with funding from membership, sponsorship, State Government and/or other sources (e.g. business operations, events, grants, etc.).

The most common form of these independent organisations would be local tourism organisations (LTOs). These groups are usually not for profit, corporations or associations that have an independent board, usually made up of local business and industry representatives (and sometimes includes elected members or executives from Council). These organisations are usually tasked with marketing the destination as well as (in some instances) destination development. LTOs usually supplement local government funding with selling membership to local tourism operators. In some instances, LTOs operate local attractions (or other businesses), organise events and/or generate an income from a fee for service model.

In terms of economic development, there are (and have been) independent corporate entities that take on various functions including investment attraction, student attraction, marketing and promotion or other functions. Like LTOs, these organisations usually receive funding from local government as well as a range of other stakeholders active in economic development (e.g. airports, ports, universities, major businesses, etc.). The model has proven successful, however, conflicts have risen in cases of poor communication and reporting that has made the model problematic in some areas.

In an economic development sense, independent bodies provide a service for local government, allowing the local government to effectively outsource the function to a group that often has superior industry knowledge, can be more nimble in the face of market dynamics and one that can leverage the investment from local government to source additional funds for the dedicated activities (i.e. marketing, investment attraction, etc.), thereby increasing the reach of the funding from local government.

Many of these organisations utilise special rate levies for funding and many of the organisations are regionally oriented (i.e. incorporate more than one local government area).

Case Study 11: Brisbane Economic Development Agency (BEDA)

The Brisbane Economic Development Agency (BEDA) is a wholly owned subsidiary of Brisbane City Council that has an independent board and provides a variety of key functions for the City and the region, including:

- Attracting corporate investment into the Brisbane City Council area
- Functions as the Regional Tourism Organisation, promoting the broader Brisbane region and attracting visitors to the destination
- Business growth and support (including for local tourism operators)
- Functions as the local convention bureau, promoting Brisbane as a business events destination
- Local retail activations, particularly for the Queen Street Mall precinct
- Overseas a number of Council initiatives, including various programs of the Lord Mayor

BEDA is majority funded through the Brisbane City Council, however, receives funding from State Government (as the RTO), a variety of membership and partnerships, ticketing revenue for various events.

The organisation is relatively large and has evolved over many decades. In 2023, BEDA supported 9,408 local jobs and generated $864 million in local economic activity.

Case Study 12: Adelaide Economic Development Agency (AEDA)

The Adelaide Economic Development Agency (AEDA) is similar to BEDA and is a wholly owned subsidiary of the Adelaide City Council.

It has an independent, skills-based board of directors that manage and oversee the company and a professional management team and staff. AEDA has four main business areas:

- **Business investment and residential growth**: creating an environment that attracts investment, supports new and existing businesses and encourages residential population growth within the City
- **Visitor Growth**: promoting and marketing the destination to attract more visitors and students to the City.
- **Rundle Mall**: supporting the retail environment of the Rundle Mall to attract customers and support local retail businesses.
- **Brand and Marketing**: marketing and promoting the City through Experience Adelaide, which functions like a regional tourism organisation.

AEDA is funded by the Adelaide City Council as well as a special rate variation that is charged to property owners in the Rundle Mall. Funds collected from property owners in the Rundle Mall are spent exclusively on efforts to promote and activate the precinct, attracting more customers.

Case Study 13: Echuca-Moama Tourism

Echuca-Moama Tourism (EMT) is a local tourism organisation representing the Echuca (New South Wales) and Moama (Victoria) district.

EMT is an independent company limited by guarantee that is governed by an independent board made up of local tourism industry representatives. EMT focuses on destination marketing for the region to drive visitation to the area.

EMT is funded by contributions from the Campaspe Shire Council and the Murray River Council as well as membership funds collected from local tourism operators.

Other examples of Independent Bodies:

- Bunbury Geographe Economic Alliance (BGEA)
- Townsville Enterprise
- Advance Cairns
- Capricorn Enterprise
- Orange 360
- Moreton Bay Region Industry and Tourism (MBRIT)
- Tourism Noosa
- Tourism Port Douglas Daintree

There are a variety of independent regional economic development bodies that encompass multiple local government areas, including numerous Regional Development Australia organisations, Development Commissions and other regional economic development organisations. Additionally, local or State Governments sometimes form development corporations, which are independent organisations tasked with attracting investment and developing specific precincts or areas.

4. Summary

The City of Greater Geelong has numerous options to consider in terms of creating an Economic Development Advisory Board. The decision of which option to proceed with will be linked to the activities and outcomes that the City is seeking to achieve and the Board can be designed to fulfill any number of roles or functions. Any consideration for a new Economic Development Advisory Board needs to appreciate the current context and other existing organisations so as not to duplicate any existing efforts and ensure that the new organisation adds value to the local business destination (Table 4.1).

Table 4.1. Existing Organisations and Key Economic Development Functions

Organisation	Industry Development	Business Retention and Expansion	Workforce Development	Marketing and Promotion	Investment Attraction	Advisory and Advocacy
Advanced Fibre Cluster Geelong	✓	✓				
Central Geelong Business Reference Group						✓
Committee for Geelong						✓
Creative Geelong	✓	✓	✓			✓
Geelong Region Alliance (G21)	✓					✓
Geelong Chamber of Commerce	✓	✓				✓
Geelong Defence Alliance	✓	✓				
Geelong Manufacturing Council	✓	✓	✓			✓
The Gordon / Deakin University			✓			
Tourism Greater Geelong and the Bellarine	✓	✓		✓		

Source: Lucid Economics

The different options for an Economic Development Advisory Board can be categorised into four different types of groups based on the role and function, degree to which Council has control of the organisation / degree of independence that the organisation has and the governance and funding requirements of each:

- **Informal Industry Group(s)**: an informal group or groups of local businesses that would come together to provide information, insights and opinions regarding future economic development activities that are required.
- **Formal Advisory Committee(s)**: a formal committee of Council that would be made up of local business and industry representatives and/or elected members or executives of Council that meet to provide advice and guidance for economic development.
- **Delegated Authority Body(ies)**: a formal independent group that would have the ability to make decisions and direct expenditure (utilising financial resources from Council).
- **Independent Body(ies)**: a formal and independent organisation, under the direction of an independent board typically made up of business and industry leaders (and that can include 1-2 elected members or executives from Council), that undertakes specific activities or programs to generate specific outcomes (usually identified by Council or the community as required).

Each of these options fundamentally has a different role to play in economic development and each has a number of advantages and disadvantages (Table 4.2).

Table 4.2. Economic Development Advisory Board Types, Advantages and Disadvantages

Type	Key Role	Advantages	Disadvantages
Informal Industry Group	• Provide advice, information and insights	• Easy to establish and manage • Council has high degree of control	• Can be difficult to manage / maximise effectiveness • Participation of industry not guaranteed • Limited to Council funding / resources
Formal Advisory Committee	• Provide advice, information and insights	• Straight forward to establish and manage • Council has high degree of control	• Requires some governance structure and reporting • Limited to identified role (in terms of reference) • Limited to Council funding / resources
Delegated Authority Body	• Provide advice, information and insights • Make decisions • Allocate funds	• Council has high degree of influence • Decisions and funding allocation based on business and industry insights • Can access additional funding (leverage Council funding)	• Council has limited control • Requires some governance structure and reporting • Limited to identified role (in terms of reference) • Often limited to Council funding / resources
Independent Group	• Provide advice, information and insights • Make decisions • Allocate funds • Conduct activities and programs	• Council can influence and direct • Organisation empowered to make decisions and act • Organisation responsible for generating outcomes • Can access additional funding (leverage Council funding)	• Council has limited control • Requires a corporate entity and annual reporting

Source: Lucid Economics

Economic Development Advisory Boards can add considerable value to any economic development program by harnessing the collective intelligence and industry knowledge of local business and industry. These Boards can be organised in a number of different ways (as highlighted above) and can be designed to fulfill a variety of roles. They can be tailored to the specific requirements and the unique economic landscape in Geelong.

Key questions for the City of Greater Geelong to contemplate when considering the options for an Economic Development Advisory Board would include:

- What gaps existing in the current context?
- What specific role or function does the City need a Board to fill? Information and advice? Or does the Board need to achieve certain outcomes?
- What is the most efficient way that the City can design the Board to fulfill its purpose?
- What resources is the City willing to provide to the Board?
- How can the members of the Board be empowered to fulfill their role?

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2.7. Creamery Road Precinct Structure Plan and Development Contributions Plan

Source: **Placemaking**
Executive Director: **Tennille Bradley**

Purpose

1. To seek a Council resolution to adopt the Creamery Road Precinct Structure Plan (PSP) **(Attachment 4)**, Development Contributions Plan (DCP) **(Attachment 5)** and Native Vegetation Precinct Plan (NVPP)**(Attachment 6)** and prepare and exhibit draft Amendment C450ggee to the Greater Geelong Planning Scheme.

Background

2. The Northern and Western Geelong Growth Areas (NWGGA) Framework Plan was adopted into the Greater Geelong Planning Scheme through Amendment C395 in May 2021. The NWGGA Framework Plan guides the development of the area to provide housing for 110,000 people.

3. The Creamery Road PSP is the first PSP in the Northern and Western Geelong Growth Areas to be developed. It will facilitate the urban development of Geelong's new neighbourhood and was prepared in response to the NWGGA Framework Plan and the Greater Geelong Planning Scheme.

4. The City released a draft Creamery Road PSP for agency consultation in May 2022. The City further engaged with landowners and representatives on the proposed DCP infrastructure items in March 2023 to seek feedback as the draft levy amount was considerably higher than other DCPs such as those in in the Armstrong Creek growth area.

5. Further work on drainage and transport studies was commenced as a response to submissions on the DCP. As a result of this further work, the City has refined the plans and technical reports and has undertaken further planning review.

Key Matters

6. The Future Urban Structure (FUS) plan has been refined since the March 2023 consultation and forms part of the Creamery Road PSP recommended for adoption at this Council Meeting **(Attachment 1)**.

7. Creamery Road PSP and DCP Summary Planning Report provides further background on the process of preparing the PSP and DCP **(Attachment 2)**.

8. Agency and Landowner Submissions and Responses Summary Report describes the issues raised in landowner submissions to the draft documents and the City's response **(Attachment 3)**.

9. The Creamery Road PSP for adoption is in **Attachment 4**. The precinct (as shown in the FUS in **Attachment 1**) has a total area of 344.57 hectares, with a net developable area (NDA) of 195.717 hectares (56.80%). Based on the NDA, approximately 3,645

dwellings can be provided within the Creamery Road Precinct to accommodate approximately 10,200 residents.

10. To help meet the objectives of the NWGGA Framework Plan and key strategic objectives adopted by the City, the Creamery Road PSP includes a number of innovative components which are not typically found in Victorian PSPs. These innovations include: the Clever and Creative Corridor (CCC), social and affordable housing, smart city technology, environmentally sustainable design, and net zero carbon requirements, and tree canopy cover targets. These components are critical to achieving vibrant, healthy, and sustainable future communities.

11. The Creamery Road Native Vegetation Precinct Plan (NVPP) is in **Attachment 5** and addresses biodiversity values across the precinct and shows areas of native vegetation removal and retention.

12. The Creamery Road DCP is in **Attachment 6** and sets out the requirements for developers to contribute towards the basic and essential infrastructure required to support development of the precinct. This is achieved through the development contribution levy and the community infrastructure levy.

13. Infrastructure and facilities in the DCP include waterways, wetland and retarding basins, bridges and culverts, roads and intersections, shared paths, community centres, learning centres, cultural health and wellbeing hubs, and sports reserves.

14. The NWGGA Framework Plan originally included three bridge projects (BR-01, BR-02 and BR-03) identified as global items (i.e., items that serve the entire Western Growth Area) under the DCP and one bridge project (BR-04) to be funded through the Creamery Road DCP. The Creamery Road DCP apportions the cost of these infrastructure projects.

15. In response to agency and landowner submissions, the City engaged engineering consultants to prepare an updated transport and traffic modelling report for NWGGA. In accordance with the report's recommendations, bridge BR-01 is included as an interim bridge and bridges BR-02 and BR-03 have been removed from the Creamery Road DCP. These changes have limited impact on traffic volumes within the Creamery Road PSP area and achieve significant DCP cost savings.

16. The number of signalised intersections has also been reduced in an effort to decrease DCP costs. However, due to a discrepancy identified in the original intersection cost estimates, the overall cost per intersection is higher than originally forecasted meaning the overall cost savings are not as significant as anticipated. The remaining intersections are critical for effective and efficient traffic movement within the precinct.

17. The DCP levy is currently $1.6 million per net developable hectare. The City has endeavoured to address submissions from various stakeholders on the DCP and the levy, while ensuring that the objectives of the Framework Plan are achieved **(Attachment 3)**.

18. The draft amendment to the Greater Geelong Planning Scheme is required to facilitate development. The amendment proposes to insert a new schedule to the Urban Growth Zone (UGZ) **(Attachment 7)**.

19. The amendment once approved will also incorporate the Creamery Road PSP, DCP and NVPP into the planning scheme allowing planning permit applications to be lodged for subdivision.

20. The draft amendment also includes new clauses in local policy and the UGZ schedule that are required to implement the Geelong Strategic Assessment, Biodiversity Conservation Strategy, and the Biodiversity Funding Framework.

21. The planning scheme amendment process will enable further submissions to be made by interested parties. The submissions will be considered by the City (under delegation) and then referred to an independent Standing Advisory Committee (SAC) appointed by the Minister for Planning. This process will provide an opportunity for stakeholders to submit on all issues associated with the PSP and DCP and for these issues to be fully explored, debated, and considered by the City and the independent SAC. After this process the amendment will come back to Council for endorsement and then to the Minister for Planning for final approval.

RESOLUTION - Item 2.7

Cr Mason moved, Cr Cadwell seconded -

That Council:

1. **Adopts the Creamery Road Precinct Structure Plan (Attachment 4), Development Contributions Plan (Attachment 5) and Native Vegetation Precinct Plan (Attachments 6);**

2. **Endorses the preparation and exhibition of draft Amendment C450ggee to the Greater Geelong Planning Scheme; and**

3. **Request that the Minister for Planning consent to the exhibition of draft Amendment C450ggee.**

Carried

Financial Sustainability

22. Whilst the DCP as it stands, is considerably higher than other comparable projects both in Geelong and parts of Melbourne, the Creamery Road PSP aims to provide economic growth by means of contributing to the housing supply in Geelong's growth areas.

23. It is proposed to apply a DCP to the Creamery Road precinct to fund specific local infrastructure. The PSP and DCP have been prepared by the City. Preparation of these documents was mostly funded through third party funding agreements with major landowners. Planning costs, such as fees paid to consultants to complete technical assessments that inform the PSP and DCP, are included in the DCP levy. This means that these planning costs will be recovered by the City and third-party funders when developers undertake subdivision and development.

24. The total DCP infrastructure cost is $523 million, of which $318 million will be recovered under the Creamery Road DCP. The shortfall will be covered under future PSP/DCPs. The Creamery Road DCP levy per net developable hectare is $1.6 million. The DCP will become an incorporated document in the planning scheme which would legally bind Council to the provisions of the plan.

25. Contributions towards community facilities in the Creamery Road precinct will also apply in the form of a Community Infrastructure Levy consistent with section 46L of the *Planning and Environment Act 1987*.

26. The DCP will enable the collection of contributions from developers to ensure that identified infrastructure can be funded and provided. The City will act as the collecting agency and may deliver the infrastructure or enter into agreements with developers to deliver this infrastructure through works-in-kind and land contributions.

Community Engagement

27. At the commencement of the preparation of the Creamery Road PSP process, the City held visioning workshops with landowners and their representatives to establish and refine the precinct's vision.

28. The City shared the draft PSP document for agency consultation in May 2022. Prior to the agency consultation, in April 2022 the City organised a session to present the draft Future Urban Structure (FUS) to stakeholders and agencies for feedback and comments.

29. In September 2022, after receiving feedback through agency consultation, the City presented an updated FUS to stakeholders and agencies.

30. A draft levy for the DCP was established and shared with landowners and representatives in March 2023.

31. Submissions from agencies and landowners received during this period covered a range of items including the drainage services scheme, transport network, environmental values, open spaces, DCP, and other requirements and guidelines. Submissions and responses have been summarised in **Attachment 3**.

32. In February 2024, the City received written correspondence for a request to proceed with a two-stage Standing Advisory Committee (SAC) process. The purpose of the request was to gain agreement on further refinements to the PSP that seeks to reduce the DCP levy by increasing the net developable area for the precinct. Whilst Officers

and the City's Executive Management Team considered this request, it was determined that the two-stage SAC process would not lead to greater timing efficiencies in the Creamery Road PSP and DCP process. It was also concluded that the most effective and efficient means of obtaining recommendations from the SAC in relation to issues is for the issues be discussed at the SAC after the release of the Creamery Road PSP and DCP.

33. If Council resolves to support the recommendations of this report, the public exhibition process will include a mail out to all directly affected and nearby landowners, notices to prescribed ministers, authorities, and agencies, notice in local newspapers and notice on the City's website and the Victoria Government Gazette as required by the *Planning and Environment Act 1987*. The exhibition, subject to ministerial consent, is anticipated in late 2024.

34. Interested parties will be able to make submissions during the exhibition period. It is intended that these submissions will be considered under Council delegation and referred to the NWGGA Standing Advisory Committee which is an independent Panel appointed by the Minister for Planning.

35. The SAC hearing process will provide further opportunity for interested parties to make representations on the PSP and DCP and for the SAC to provide its recommendations for consideration by Council and the Minister.

Social Equity and Sustainability

36. The PSP contains significant social equity considerations, to accommodate Greater Geelong's significant growth rate and plan for the future provision of affordable housing and employment opportunities that meet community needs.

37. The PSP will guide development in a manner that addresses the City's responsibility to deliver vibrant, walkable neighbourhoods with high amenity, access to community facilities, environmental sustainability, abundant open space, and activity centres that provide daily needs and jobs for residents.

38. Protection and enhancement of Wadawurrung cultural heritage is an important objective for the PSP. The final PSP takes into account findings and recommendations of the Cultural Values Assessment (CVA) and Aboriginal Cultural Heritage Impact Assessment (ACHIA) completed in 2023, as well as input from the Wadawurrung Traditional Owners Aboriginal Corporation (WTOAC) who are the Registered Aboriginal Party (RAP) for this area.

Relevant Law/Policy/Legal Implications

39. The Northern and Western Geelong Growth Areas are identified in state, regional and local policy as growth areas including in the G21 Regional Growth Plan. Council adopted a Settlement Strategy in October 2018 which highlights the importance of the growth areas in supporting Geelong's long term land supply.

40. The Settlement Strategy and NWGGA Framework Plan was adopted into the Greater Geelong Planning Scheme through Amendment C395. The amendment was gazetted on 6 May 2021.

41. Input from relevant policy areas in Victorian Government agencies was sought and has been taken into account in preparing the Creamery Road PSP. This included regular input and guidance from the Victorian Planning Authority (VPA), Department of

Energy, Environment and Climate Action (DEECA), Department of Transport and Planning (DTP), Department of Education (DoE), Environment Protection Authority (EPA) Victoria, Corangamite Catchment Management Authority (CCMA) and Barwon Water.

42. An overview of the key planning decisions and policies that informed the report are provided in the Summary Planning Report **(Attachment 2)**.

Alignment to Community Plan and Vision

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

44. The PSP aligns with several other strategic priorities of the Council Plan, including improved health and safety of our community; informed social infrastructure and planning; effective environmental management; integrated transport connections; and a thriving and sustainable economy.

45. The PSP also aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspirations: An inclusive, diverse, healthy and socially connected community. Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

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

Risk Assessment

47. The planning for infrastructure and sequencing of development is critical to managing the financial costs of urban development. The DCP for the PSP must ensure that the scale of community infrastructure is commensurate with community needs, scope is minimised and funding for local infrastructure is maximised.

48. The cost of the DCP may slow the rate of development. The DCP costs were substantially impacted by supply and demand as well as inflationary pressures on building material and labour costs.

49. There will be a cost to Council for the Early Years and Community Hub building wherein the Community Infrastructure Levy will not fully cover construction and land costs.

50. The City will continue to work with relevant State Government agencies to achieve timely and effective upgrades to State Government managed infrastructure such as the Midland Highway.

51. There is a risk that, should the Creamery Road PSP not be adopted, the City will not achieve the anticipated land supply for this growth area. This will detrimentally impact the City's ability to retain a 15-year supply of residential land across the municipality.

Environmental Sustainability

52. Environmental implications have been considered as part of the preparation of the PSP. Technical studies relating to the capability of land including assessments of native flora and fauna, Aboriginal and post-contact heritage, geotechnical, hydrogeological, and environmental constraints, stormwater drainage, noise assessment, bushfire risks and land use buffers have been completed.

53. The PSP identifies actions to protect biodiversity including an overarching biodiversity conservation strategy, protection of conservation areas, tree canopy coverage targets, significant tree retention and tree planting.

54. A key objective of the PSP is to protect significant environmental and landscape values including the Cowies Creek Conservation Area and key views identified in the Framework Plan.

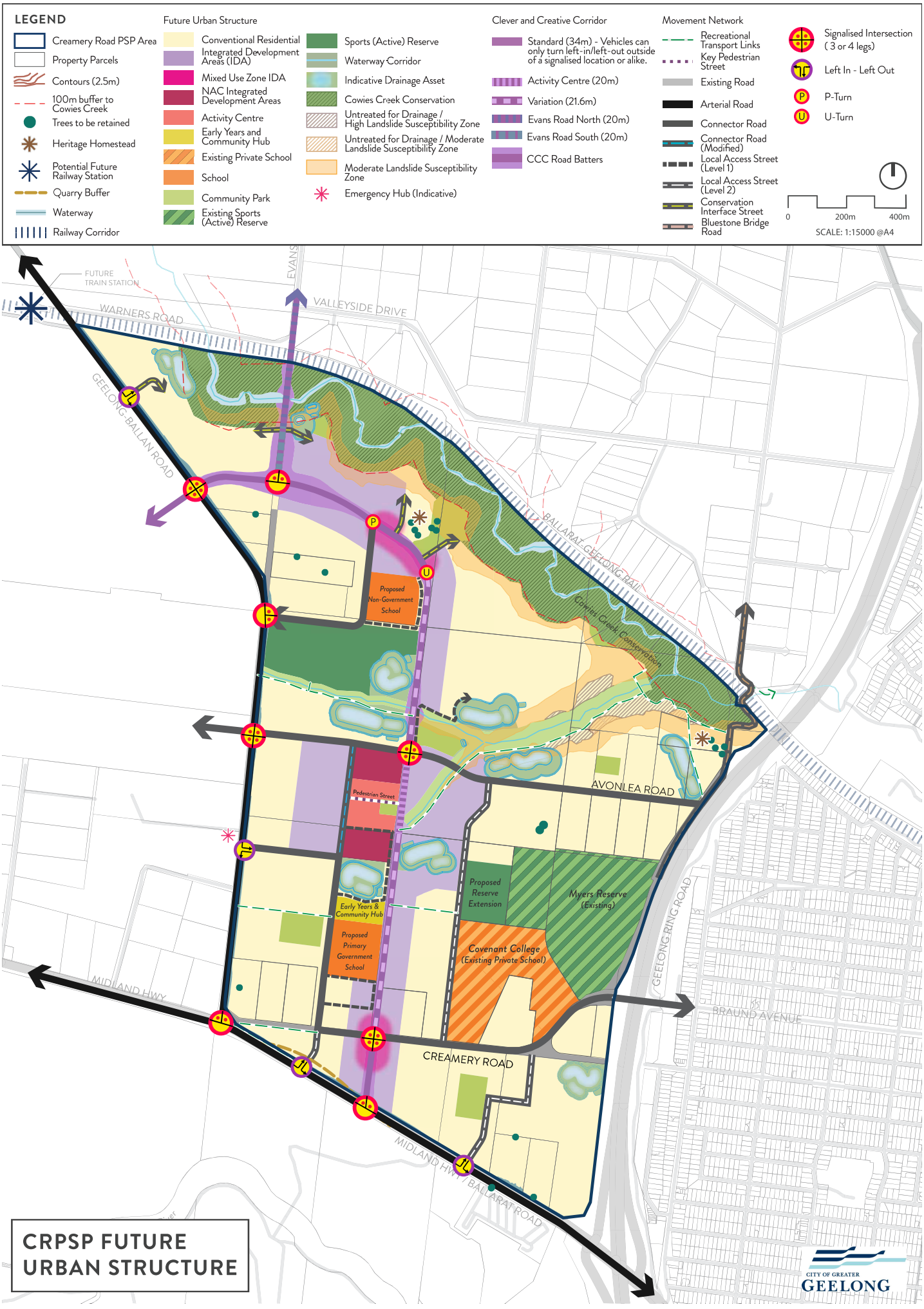
55. The PSP includes provisions that will contribute to environmentally sustainable design and the City's zero carbon objectives.

56. The Creamery Road Native Vegetation Precinct Plan (NVPP) has an important role as it: summarises the biodiversity values across the precinct; applies a holistic, landscape wide approach to retention and removal of native vegetation; and ensures that areas retained for the protection of native vegetation are managed to conserve ecological values in accordance with the Northern and Western Geelong Growth Areas (NWGGA) Strategic Assessment made under part 10 of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), the NWGGA Biodiversity Conservation Strategy (BCS), and the Creamery Road PSP.

57. The NWGGA Strategic Assessment has faced delays to survey and map habitat for the Victorian Grassland Earless Dragon (VGED) which was discovered in another part of Victoria. There is limited impact on the Creamery Road PSP because there are very limited areas for potential habitat for VGED in the Creamery Road PSP.

Attachments

1. Attachment 1 - Creamery Road Future Urban Structure (with legend) 23 Jul 2024 [**2.7.1** - 1 page]
2. Attachment 2 - Creamery Road PSP and DCP Summary Planning Report - 16-Jul-2024 [**2.7.2** - 13 pages]
3. Attachment 3 - Agency and Landowner Submissions and Responses Summary Report - 16-Jul-2024 [**2.7.3** - 13 pages]
4. Attachment 4 - Creamery Road Precinct Structure Plan (PSP) - August 2024 [**2.7.4** - 198 pages]
5. Attachment 5 - Creamery Rd Native Vegetation Precinct Plan (NVPP) - 28-Jun-2024 [**2.7.5** - 40 pages]
6. Attachment 6 - Creamery Road PSP Developer Contributions Plan - July 2024 [**2.7.6** - 44 pages]
7. Attachment 7 - Amendment C450ggee - Schedule 8 to Clause 37.07 (UGZ Schedule) - 18-Jul-2024 [**2.7.7** - 15 pages]


LEGEND
Creamery Road PSP Area
Property Parcels
Contours (2.5m)
100m buffer to Cowies Creek
Trees to be retained
Heritage Homestead
Potential Future Railway Station
Quarry Buffer
Waterway
Railway Corridor
Future Urban Structure
Conventional Residential
Integrated Development Areas (IDA)
Mixed Use Zone IDA
NAC Integrated Development Areas
Activity Centre
Early Years and Community Hub
Existing Private School
School
Community Park
Existing Sports (Active) Reserve
Sports (Active) Reserve
Waterway Corridor
Indicative Drainage Asset
Cowies Creek Conservation
Untreated for Drainage / High Landslide Susceptibility Zone
Untreated for Drainage / Moderate Landslide Susceptibility Zone
Moderate Landslide Susceptibility Zone
Emergency Hub (Indicative)
Clever and Creative Corridor
Standard (34m) - Vehicles can only turn left-in/left-out outside of a signalised location or alike.
Activity Centre (20m)
Variation (21.6m)
Evans Road North (20m)
Evans Road South (20m)
CCC Road Batters
Movement Network
Recreational Transport Links
Key Pedestrian Street
Existing Road
Arterial Road
Connector Road
Connector Road (Modified)
Local Access Street (Level 1)
Local Access Street (Level 2)
Conservation Interface Street
Bluestone Bridge Road
Signalised Intersection (3 or 4 legs)
Left In - Left Out
P-Turn
U-Turn
0
200m
400m
SCALE: 1:15000 @A4
FUTURE TRAIN STATION
WARNERS ROAD
VALLEYSIDE DRIVE
EVANS
GEELONG-BALLAN ROAD
BALLARAT-GEELONG RAIL
Cowies Creek Conservation
Proposed Non-Government School
Pedestrian Street
AVONLEA ROAD
Early Years & Community Hub
Proposed Primary Government School
Proposed Reserve Extension
Myers Reserve (Existing)
Covenant College (Existing Private School)
GEELONG RING ROAD
BRAUND AVENUE
CREAMERY ROAD
MIDLAND HWY
MIDLAND HWY / BALLARAT ROAD
CRPSP FUTURE URBAN STRUCTURE
CITY OF GREATER GEELONG

THE CITY OF
GREATER GEELONG

ATTACHMENT 2: CREAMERY ROAD PRECINCT STRUCTURE PLAN & DEVELOPMENT CONTRIBUTIONS PLAN

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SUMMARY PLANNING REPORT

CITY OF GREATER GEELONG

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ATTACHMENT 2: CREAMERY ROAD PRECINCT STRUCTURE PLAN & DEVELOPMENT CONTRUBUTIONS PLAN: SUMMARY PLANNING REPORT

INTRODUCTION

- This report refers to the Creamery Road Precinct Structure Plan (PSP) and outlines the background and context, processes and key decisions which have informed the preparation of the PSP and Development Contributions Plan (DCP).

- The Creamery Road PSP has been prepared by the City, in collaboration with government agencies, service authorities, major stakeholders and the community. It is the first precinct developed as part of the Northern and Western Geelong Growth Areas (NWGGA) Framework Plan.

- The Creamery Road Precinct is bounded by Midland Highway/Ballarat Road to the south, the Princes Freeway/Geelong Ring Road to the east, Geelong-Ballan Road to the west, and the Geelong-Ballarat railway line to the north (as shown in Figure 1). Cowies Creek runs from east to west through the northern portion of the site. The topography of the land includes shallow gradients sloping towards Cowies Creek. The site also includes the existing Myers Reserve and Covenant College (private school).

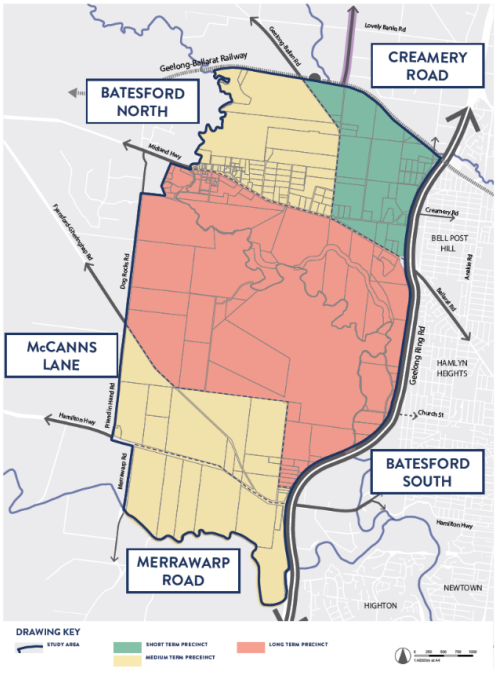


Figure 1: CRPSP location map. CRPSP area shown in green.

- The precinct's Future Urban Structure (FUS) has a total area of 344.57 hectares, with a net developable area (NDA) of 195.712 hectares (56.80%). Based on the NDA, approximately 3,645 dwellings can be provided within the Creamery Road Precinct to accommodate approximately 10,200 residents.

BACKGROUND AND CONTEXT

Northern and Western Geelong Growth Area

1. The NWGGA is the largest urban growth area in regional Victoria and will be home to at least 110,000 residents. The NWGGA Framework Plan was introduced into the Greater Geelong Planning Scheme through Amendment C395, which was approved and gazetted on 6 May 2021.

2. The NWGGA Framework Plan is a high-level strategic document that outlines considerations related to the future urban structure, development, transport, utilities, and infrastructure and provides a vision and set of urban development objectives and actions to inform the preparation of precinct structure plans within NWGGA. The themes in the Framework Plan include Growth Areas, Clever and Creative Corridor (CCC), Environment, Neighbourhood, Economy, Movement and Delivery.

3. The Framework Plan sets out the following vision for the NWGGA:

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

4. The Framework Plan seeks innovation in the design and development of the NWGGA PSPs and includes the following objectives:
   - Develop comfortable climate resilient communities.
   - Develop zero carbon and zero waste communities.
   - Build integrated water management systems around major catchments.
   - Support a CCC and prioritise active transport and transit to develop 20-minute neighbourhoods.
   - Enable and support the delivery of smart city infrastructure; and
   - Enable environmentally sustainable development (ESD), in line with the Framework Sustainability Action Plan.

Creamery Road Precinct Structure Plan

5. The Creamery Road Precinct is the first precinct within the Northern and Western Growth Areas for which a precinct structure plan has been prepared. In 2020, the City commenced the Creamery Road PSP project. Since then, various technical reports and background studies have been prepared to help inform preparation of the PSP and establish its objectives and visions. Importantly, the NWGGA Framework Plan and the VPA's Precinct Structure Planning Guidelines: New Communities in Victoria (October 2021) were also considered throughout the drafting of this PSP and design of the precinct's Future Urban Structure (FUS).

6. In May 2022, the City released the draft Creamery Road PSP for public consultation with agencies, landowners, and representatives. Formal submissions were received from landowners, developers, government agencies and authorities.

7. In March 2023, the City released the draft DCP for consultation with landowners and their representatives.
8. From May to June 2023, the City reviewed and assessed all submissions from agencies, developers, and representatives. A major concern raised by multiple submitters was that the DCP levy was considered high.

9. In July/August 2023, advice from the City's consultants instigated additional technical work to investigate potential efficiencies and opportunities to review particular DCP items primarily related to transport and drainage infrastructure.

10. In November 2023, the City engaged with landowners and their representatives once more, to present an updated draft FUS and provide an overview of drainage and transport items which were being reconsidered by the City. Landowners and representatives were given an opportunity to provide feedback. Following a review of the feedback (including comments that were beyond the scope of drainage and transport), the City decided that the following approach would be pursued:

    - Maintain the central location of the Neighbourhood Activity Centre (NAC).
    - Continue to provide 10% credited open space, excluding the existing Myers Reserve, achieving a split of approximately 6-4% between active and passive open space.
    - Review the precinct's transport network, including the number and location of signalised intersections.
    - Optimise drainage asset designs and adopt 1:5 batters for drainage asset embankments to maximise the use of land; and
    - Increase the precinct's provision of net developable area where possible.

11. Since November 2023, substantial work has been undertaken to refine the FUS, PSP, and update technical studies and background reports, particularly for drainage and transport. Relevant expert witnesses were also engaged by the City to peer review key PSP documents.

INNOVATIONS IN THE CREAMERY ROAD PSP

12. To help meet the objectives of the NWGGA Framework Plan and key strategic objectives adopted by the City, the Creamery Road PSP includes a number of innovative components which are not typically found in Victorian PSPs. These innovations include: the CCC, social and affordable housing, smart city technology, environmentally sustainable design, and net zero carbon requirements, and tree canopy cover targets. These components are critical to achieving vibrant, healthy, and sustainable future communities.

a. Clever and Creative Corridor

i. The CCC is a key aspect of the NWGGA Framework Plan. It is a dedicated active and public transport corridor which connects the northern and western growth areas, activity centres, and key land uses to support the creation of well-connected, walkable, and cyclable neighbourhoods.

ii. Clause 11.02-2L of the Planning Scheme provides the following strategy for the CCC:

Develop the Clever and Creative Corridor as a tree-lined, boulevard style transit corridor that prioritises public transport, walking and cycling between activity centres and education, community, and recreation facilities, and provides a focal point for the design of sustainable neighbourhoods that are interconnected and support housing diversity.

iii. The FUS plan for Creamery Road PSP features the CCC, in accordance with the NWGGA Framework Plan. This will be discussed in further detail later in the report.

b. Social Housing

iv. Both the Planning Scheme and Framework Plan includes policies to encourage the provision of social housing in new growth areas. The PSP includes a mandatory requirement for development

and subdivision applications to be accompanied by a Social and Affordable Housing Delivery Strategy. The strategy must detail how the proposal contributes towards providing social housing and affordable housing. It also includes a guideline which specifies that permit applications for development and/or subdivision of land for residential, commercial, or mixed-use purposes should provide a contribution towards social housing and affordable housing.

c. Environmentally Sustainable Design Requirements

v. The Framework Plan includes overarching objectives and actions that seek to achieve a zero-carbon precinct and environmentally sustainable development (ESD). These provisions are drawn from the Sustainable Subdivisions Framework and the proposed Elevated ESD standards developed by the Council Alliance for a Sustainable Built Environment (CASBE).

vi. These provisions are supported by Clause 11.02-2L (Northern and Western Geelong Growth Areas) of the Planning Scheme, which includes the following strategy: “Ensure urban development delivers carbon neutral neighbourhoods.” General ESD provisions are also included at Clause 15.01-2L (i.e. the ESD local planning policy). However, this Clause excludes subdivision. Given that most planning applications in the precinct will be for subdivision, the PSP’s ESD provisions seek to address this policy gap.

vii. The ESD provisions include requirements for subdivision applicants to submit Residential ESD Design Guidelines and ensure the construction of fully electric residential buildings. Combined with lot scale renewable energy generation requirements, these provisions will help to achieve zero operational carbon dwellings.

viii. Alongside requirements for new residential buildings, the PSP seeks to achieve ESD outcomes for non-residential development through requirements for new commercial and community buildings to demonstrate best practice environmental performance, using a 5-star Green Star Buildings or similar rating accreditation.

d. Smart Cities

ix. The PSP’s Smart City provisions respond to the Framework Plan’s Smart City infrastructure objectives and the City’s Smart City Strategic Framework.

x. Smart City technologies such as smart poles, smart lighting and a LoRaWAN gateway will improve the usability and experience of residents and help the City manage local assets such as roads, intersections, and car parking, and monitor the precinct’s sustainability performance.

e. Tree Canopy Cover

xi. The City's Urban Forest Strategy establishes a 25 percent canopy cover target for urban areas. In accordance with this strategy, the NWGGA Framework Plan adopts a canopy cover target of 25 percent to promote the retention of existing canopy trees and provide new canopy coverage across the precinct.

xii. The PSP mandates minimum canopy targets according to land use. An additional PSP requirement is included to mandate the provision of street trees on both sides of all roads and streets at specified intervals to ensure consistency across the precinct. The precinct's 25% target will be achieved through a combination of 20 percent coverage on public land and five percent on private land.

DEVIATIONS FROM THE NWGGA FRAMEWORK PLAN

13. The PSP's main deviations from the Framework Plan include:

i. **Clever and Creative Corridor:** The Framework Plan provides the CCC along the western boundary of the Creamery Road Precinct. However, the CCC was relocated centrally within the precinct. The rationale for this change includes enabling a higher proportion of residents to live within walking distance of the CCC; increasing safety and comfort for pedestrians and cyclists due to lower traffic volumes compared to Geelong-Ballan Road; and making walking, cycling and public transport convenient modes for accessing the Neighbourhood Activity Centre (NAC). Realignment of the CCC allows Geelong Ballan Road to prioritise north-south traffic movements and continued use for heavy vehicles, as per advice received from the Department of Transport and Planning. The realignment offers development sequencing benefits and improved view lines.

ii. **Neighbourhood Activity Centre:** The Framework Plan shows two NACs along the CCC, located on the western boundary of the Creamery Road Precinct. During design of the FUS, this evolved into a single neighbourhood activity centre (NAC), located centrally in the precinct whilst fronting the CCC. The benefits of this change include: a concentrated activity in one location rather than two separate smaller locations; a more pedestrian-oriented centre; and greater local population access to the NAC and other services via active and public transport.

iii. **Location of the future train station:** The Framework Plan envisions locating a future train station along the existing rail line at the northern PSP boundary; however, this location is not feasible for a train station due to the proximity of the Cowies Creek Conservation Area to the south, which restricts opportunities for higher density, transit-oriented development around the station. Further, the topography in this location makes the provision of train station facilities extremely challenging. As such, the preferred location for a future train station is west of Geelong-Ballan Road within the Batesford North PSP area.

iv. **Cowies Creek Conservation area:** This strategic conservation area has been amended to include native vegetation patches identified through the Native Vegetation Precinct Plan (NVPP) and removal of areas near Coolangatta Homestead which are not required for Growling Grass Frog (GGF) conservation. The boundary of the Cowies Creek conservation area includes a proposed 100-metre buffer surrounding Cowies Creek, measured from the centreline of the creek.

DESIGN OF THE FUTURE URBAN STRUCTURE PLAN

14. FUS is the key plan for the PSP that guides land use, subdivision, and development, and outlines the primary street network. The various applied zones within the precinct are specified in Table 1 of the draft Schedule to the Urban Growth Zone.
15. The FUS has undergone various iterations in response to technical reports prepared by specialist consultants, and submissions from internal and external stakeholders, including developers. The features of the FUS are explained in the following sections.

Clever and Creative Corridor

16. The CCC has been designed to ensure that all residents and visitors can access key destinations using active or public transport, achieving key Framework Plan objectives.

17. Proposed community and educational facilities are clustered around the CCC to create a compact neighbourhood. Two separate mixed-use nodes along the CCC allow non-residential uses to co-exist with residential uses. The location of a dense urban form will provide a 20-minute neighbourhood as outlined in the Framework Plan.

18. The CCC's realignment has resulted in changes to the CCC in the Batesford North PSP, which will benefit from a more centrally located CCC along the road that was previously envisaged (in the NWGGA Framework Plan) to be an arterial road (Lynnburn Road extension). Strategic transport modelling indicates that the road network will function adequately with Geelong-Ballan Road as a four-lane arterial road and the Lynnburn Road extension as part of the CCC with two lanes for general traffic. This change essentially swapped the function of the two roads between CCC and arterial respectively. Overall, there will be limited NWGGA-wide impacts.

19. In response to agency and landowner consultation, changes have been made to the CCC cross section designs. The FUS is now more compact in design and includes fewer locations for private vehicle movement along the corridor, making it more active and public transit friendly.

20. The Framework Plan envisaged an interim CCC cross-section with a shared path in a wide median reserve and buses sharing roadways with general traffic. The revised CCC cross-section, which will now be delivered as an ultimate design with subdivision, is more compact than what was envisaged in the Framework Plan and provides separate pedestrian footpaths and cycling facilities.

21. Cost estimates indicate savings from removing bus lanes from interim CCC delivery would be modest, with efficiencies and mode shift benefits in delivering bus lanes in the initial development stages as part of the DCP.

Transport Design and Traffic Management

22. The Planning Scheme, Framework Plan and a range of technical reports have informed the transport network design.

23. Intersection modelling (SIDRA) has been used to design signalised intersections which are DCP items. As part of the FUS preparation, the design of the intersections sought to minimise intersection footprints, to provide more pedestrian and cyclist friendly environments and reduce the cost of DCP items. This was balanced against providing an adequate level of service and reasonable delays for motor vehicles.
24. The number of signalised intersections was revised following landowner consultation, including two different signalised intersections located on Geelong Ballan Road and Midland Highway and three different signalised intersections along the CCC.

25. The reduction of signalised intersections has decreased the DCP costs. However, due to a discrepancy identified in the original intersection cost estimates, the overall cost per intersection is higher than originally forecasted and thus, the overall cost savings are not as significant as anticipated. The remaining intersections are critical for effective and efficient traffic movement within the precinct.

26. For the Western Geelong Growth Area, the Framework Plan originally included three (3) bridge projects (BR-01, BR-02 and BR-03) identified as global items under the DCP and one (1) bridge project (BR-04), which is an active travel bridge, to be funded through the Creamery Road DCP. The Creamery Road DCP apportions the cost of these infrastructure projects.

27. In response to agency and landowner submissions, the City engaged engineering consultants to prepare an updated transport and traffic modelling report for NWGGA. In accordance with the report's recommendations, bridge BR-01 (crossing Moorabool River along the alignment of Lynnburn Road extension; located in Batesford South PSP) is included as an interim bridge and bridges BR-02 and BR-03 have been removed from the Creamery Road DCP. These changes have limited impact on traffic volumes within the Creamery Road PSP area and achieve significant DCP cost savings.

Activity Centres

28. The location of the precinct's NAC deviates from the Framework Plan which shows two separate NACs located on the CCC along the western boundary of the Creamery Road Precinct. The Creamery Road FUS combines those into a single, yet compact NAC located centrally on and fronting the CCC.

29. The NACs centrally placed location aligns with the Framework Plan principles of co-location. A single centre concentrates commercial activity around one point rather than divided into two smaller locations. This concentration offers ideal trading conditions, which are likely favourable for the centre owners as well as for surrounding small businesses.

30. The central location within precinct also provides greater access for residents to the NAC and community services via active and public transport and provides more opportunities for higher and medium density residential surrounding the NAC in areas with better amenity (particularly when compared to the location proposed in the Framework Plan fronting an arterial road).

31. The proposed Creamery Road NAC has a total area of 2.68 hectares plus a 0.3-hectare town square (open space), which will feature a full line supermarket, ancillary shops, car parking, childcare centre, and commercial buildings.

32. Consultants have noted that locating the NAC away from the existing arterial road could delay the delivery of the NAC, however the long-term benefits provided by a centrally located NAC outweigh the short-term benefits gained by its early delivery. More specifically, the centrally located NAC will cater to greater population within walking distance of the NAC, supporting the delivery of walkable communities. Further, the desire to deliver an active NAC which includes medium and high-density living opportunities will achieve greater amenity in a central location adjacent to the CCC as opposed to adjacent to an arterial. The early residents of the PSP will rely on established shopping centres in Bell Post Hill and Corio until the Creamery Road NAC becomes functional.

Open Space

33. The Framework Plan specifies that the network of active open space (sports and recreation) and passive open space (local parks) for residential land throughout the growth area should be equivalent to 10% of the net developable area, which is consistent with the VPA's Precinct Structure Planning Guidelines: New Communities in Victoria (October 2021).

34. Technical reports prepared for the precinct further specified that provision should be split 6% active open space and 4% passive open space. The Creamery Road PSP allocates a total of 7.7 hectares, equivalent to 3.918% of the NDA, to passive open space and a total of 12.15 hectares, or 6.182%, to active open space.

35. Most of the passive open space (a total of 7.4 hectares) will be distributed across seven local parks in the residential areas of the PSP, apart from the 0.3 hectares of land set aside for a Town Square that is located within the NAC Precinct. The local parks have been located throughout the PSP to ensure that households are within 400m walking distance to these passive open spaces.

36. Active open space is split across two areas in the Precinct: northern active (sports) reserve (District level open space) at 8.9 hectares; and an extension to the existing Myers Reserve (District level open space) at 3.25 hectares.

37. The passive open space (local parks) and the active open space (sports and recreational reserves) will be credited as open space. The local parks will not be a DCP item and are required to be delivered by the development proponent upon subdivision. However, the active (sports) reserves are DCP items, with the City being the lead delivery agency. The existing Myers Reserve will not be credited open space for the purpose of contributions. Therefore, future development proponents will not be required to contribute DCP funds for upgrade works to the existing reserve.

38. The FUS plan has been designed to ensure certain facilities can be accommodated including two ovals within the northern active (sports) reserve and one oval within the extension of existing Myers Reserve. Two soccer pitches will be provided as part of the upgrades to the existing Myers Reserve.

39. The FUS design provides for 8.9 hectares of land set aside for the new northern active open space, less than the required 9.5 hectares as specified by consultants. Nevertheless, the City has reviewed the dimensions for the proposed northern sports (active) reserve and determined it is adequately sized to accommodate all the required outdoor recreation facilities.

40. Overall, the outdoor recreation infrastructure are critical aspects of sport that the Creamery Road PSP aims to deliver. The City is generally strong in its position to provide the minimum 10% open space provision for this PSP and more importantly, to provide adequately sized sports active reserves which can accommodate all the required embellishments and outdoor sporting facilities.

Community Infrastructure

41. The PSP provides two schools and a combined community hub and an early year learning centre which are co-located in proximity to proposed schools and the NAC. It also identifies the required contribution for public open space and the indicative locations of such spaces to ensure adequate and equitable access for future residents.

42. In response to submissions from landowners and representatives, the design and location of the early learning centre (ELC) and multipurpose childcare centre (MPCC) was reviewed to gain efficiencies in land take, floor space, construction, and facility utilisation. Initially, these facilities were provided in two separate locations. During the design of the precinct's FUS, the facilities were consolidated and co-located with the southern primary government school.

43. The consolidation of the facilities brings cost savings to the development contributions plan.

Biodiversity

44. NWGGA contains significant ecological values including Commonwealth and State listed species such as the Growling Grass Frog, Golden Sun Moth, and Striped Legless Lizard. Development within the growth areas will lead to impacts to biodiversity values of national, state, and local significance.

45. A Biodiversity Conservation Strategy (BCS) has been prepared to outline how impacts will be addressed. The BCS focuses conservation efforts on the most important biodiversity values and integrating actions to improve biodiversity within urban areas and offsetting values where appropriate. The BCS satisfies the delivery of two key actions of the Framework Plan (N1.3.1 and W1.3.1) for the protection of biodiversity in the growth areas.

46. In addition to the BCS, a strategic assessment under Part 10 of the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) has been undertaken to support development within the growth areas and to protect matters of national environmental significance (MNES). This process is given effect through the NWGGA EPBC Plan. The purpose of the EPBC Plan is to ensure development within the growth areas and associated infrastructure development outside the growth areas protects MNES and proceeds in accordance with the requirements of the EPBC Act.

47. The Cowies Creek Conservation Area is located at the northern boundary of the precinct and includes significant national, State, and local biodiversity values. A Conservation Management Plan (CMP) has been developed and will guide the ongoing management of Growling Grass Frog (GGF) populations and other biodiversity values within the Cowies Creek Conservation Area.

48. The boundary of the Cowies Creek conservation area includes the 100m buffer from Cowies Creek, measured from the centreline of the creek in accordance with the Conservation Management Plan (CMP) and relevant guidelines. The conservation boundary has been amended to include native vegetation patches identified through the Native Vegetation Precinct Plan (NVPP) and removal of vegetation not required for GGF conservation. Maintaining a buffer is important to encompass the aquatic and vast majority of terrestrial habitat likely to be currently utilised by GGF. This buffer area provides a reasonable amount of land that encompasses the humid microenvironments. This area also allows sufficient area for habitat creation and enhancement, and protection of native vegetation identified in the Creamery Road NVPP. A buffer also provides further benefit in that it maximises the proximity from disturbance associated with developments including lighting, increased pollution, and human and vehicle traffic.

Creamery Road Development Services Scheme (DSS) - Stormwater Management Strategy

49. The Framework Plan recognises the existing waterways (Cowies Creek) and seeks to balance the complex topography, stormwater generation, and ecological values.

50. The drainage assets have been designed to operate offline for maintenance purposes. More importantly, this design follows the recommendations of external engineering consultants to ensure net developable areas meet relevant standards and achieve best practice drainage requirements.

51. In response to agency and landowner submissions, the drainage concept design has been updated to optimise drainage assets and adopt 1:5 batters for drainage asset embankments to maximise the use of land and, to be consistent with Melbourne Water guidelines - *Constructed Wetlands Design Manual and Retarding Basin Design Guidelines.*

52. With efforts to increase the net developable area, the 'moderate landslide susceptibility areas' (as shown on the FUS) are designated as net-developable land. Development in these areas is subject to geotechnical assessment which will be required at the permit application stage. The decision to provide more net developable land within these areas had impacted the asset sizing of two drainage assets, consequently shifting the assets further down the escarpments to receive future flows from these new developable areas. Asset sizing and levels have changed in the drainage concept redesign to accommodate the assets' relocation. Costs for the delivery of these drainage assets have slightly increased due the required additional earthworks and landscaping. This is justifiable given that the relocation of the drainage assets is to service the additional net developable land.

53. During the latter stages of FUS design, the City also designated high landslide susceptibility areas as NDA. Due to time constraints, the City's consultants did not investigate these areas for stormwater quality treatment and management. Nevertheless, updated drainage studies acknowledge these areas as NDA and note that a geotechnical assessment followed by a stormwater management strategy must be provided to the satisfaction of the responsible authority, prior to any development occurring within these areas.

54. The funding for the delivery of the drainage assets and waterway corridors will be addressed through the DCP.

55. It is noted that costings provided in the technical drainage report are high-level estimates given that they are based on concept level designs. There is an opportunity to further refine the cost figures at functional design stage when further modelling and asset refinement is undertaken.

DEVELOPMENT CONTRIBUTIONS PLAN

56. The Creamery Road DCP sets out the requirements for developers to contribute towards the basic and essential infrastructure required to support development of the precinct. This is achieved through the development contribution levy and the community infrastructure levy.

57. The DCP applies to the same land as the PSP and will be incorporated into the Planning Scheme through Amendment C450ggee. The PSP provides the strategic justification for items included within the DCP.

58. Infrastructure and facilities in the DCP include waterways, wetland and retarding basins, bridges and culverts, roads, shared paths, community centres, learning centres, cultural health and wellbeing hubs, and sports reserves.

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ATTACHMENT 3 – AGENCY AND LANDOWNER SUBMISSIONS AND RESPONSES SUMMARY REPORT

Theme 1: Net Developable Area and Development Contributions Plan	
Key topic	Response
Submitters raised concerns about the size of the net developable area (NDA) and effect on development viability. Submitters suggested options for increasing the NDA, including reviewing the drainage services scheme and number of community facilities, and decreasing the quantum of open space.	The Creamery Road PSP includes the Cowies Creek Conservation Area, an existing school, landslide susceptibility areas and the established active recreation reserve, Myers Reserve. Although these areas are within the PSP area, they cannot be included in the NDA, resulting in an NDA which may be lower than stakeholder expectations; however, similar in proportion to PSPs recently prepared by the Victorian Planning Authority. Following agency and landowner consultation, the City conducted a second round of engagement with key landowners to seek on the draft Development Contributions Plan. As an outcome of this engagement, the City commissioned engineering specialists to review and revise the drainage services scheme and the transport network cost estimates. As a result, the City decreased and consolidated the number of community facilities, reduced the Cowies Creek Conservation Area buffer distance, revised the Clever and Creative Corridor (CCC) cross section in certain locations, and changed drainage asset specifications.
Theme 2: Drainage	
Key Topic	Response
Submitters suggested alternative drainage design options such as on-line drainage basins, revised drainage basin shapes, 1:5 basin batters, alternative basin locations and reduced waterway widths.	The City worked with its specialist drainage consultants to relocate and resize several drainage basins to optimise asset sizes and increase system efficiency. These changes were guided by advice from the City's engineering teams to ensure that drainage assets can be managed efficiently offline to achieve stormwater quality discharge targets and preserve areas of high biodiversity value.

	Drainage assets that cannot be managed offline are not supported by the City due to the potential for high-velocity flows that can cause heightened risk of asset failure, inundation and the need for large bypasses to separate treated and untreated flows. Proposals to place drainage basins within areas of landslide susceptibility were not supported due to higher construction costs, and risk management and maintenance challenges. Proposals to place drainage assets in the adjoining Batesford North PSP were not supported due to land ownership challenges.
Submitters noted that the Integrated Water Management Plan (IWM) prepared for NWGGA proposes the use of passively irrigated trees, blue green infrastructure, stormwater harvesting and swales.	The PSP now includes provisions related to passive irrigation, water sensitive urban design and other aspects consistent with the IWM Plan. Drainage reserves include space for future pump stations that will support stormwater harvesting systems currently being investigated by the City in collaboration with other agencies.
Theme 3: Transport and the Clever and Creative Corridor (CCC)	
Key Topic	Response
Submitters suggested road realignments, cross-section adjustments, and downgrading and/or relocating intersections.	The City reviewed the transport network in consultation with its transport engineering specialists. Key changes resulting from this review included a reduction in the number of signalized intersections, including along Geelong Ballan Road, the realignment of some streets and alternative CCC cross sections.
Submitters questioned the need to construct the ultimate CCC cross-section as part of new subdivision, requested realignments and width changes to reduce costs and proposed removing vehicle carriageways in certain sections.	The CCC is a key element of the NWGGA Framework Plan, PSP and community objectives to increase public and active transport usage in Geelong's growth areas. Consequently, full delivery of the CCC adjoining new subdivision is needed to support future residents, achieve the City's public and active transport objectives and enable orderly development sequencing. The City has realigned the CCC to remove the curve in the south of the PSP and working with landowners and consultants, developed an alternative

	CCC cross section to be used in designated locations, which removes vehicle carriageways whilst maintaining private vehicle access where required. The City will continue to facilitate discussions with landowners and the Department of Transport and Planning to ensure early delivery of bus services across the PSP and connections to key destinations.
Submissions recommended the City prepared additional assessments to inform the transport network including: • Movement and Place • Clause 18 Assessment, and: • Traffic Impact Assessment (TIA). Submitters also noted a lack of commitment from State infrastructure providers to construct key assets within the PSP.	The City has now completed a Movement and Place Assessment which included a response to Clause 18. Clause 18 was recently introduced into the Victorian Planning Provisions (VPP) and separates the transport system and movement network into different categories so that one particular mode of transport is not favoured over another. The assessment provides a review of how the precinct aligns with Clause 18 within the VPP to ensure that movement and placemaking are considered simultaneously. The UGZ schedule now includes a requirement for applicants to prepare a Traffic Impact Assessment (TIA) for applications that propose to create or change access to an existing or planned road. The City continues to work with State infrastructure providers to ensure the timely delivery of key infrastructure within the PSP area and across the growth areas.
Submitters suggested there would be limited access to public transport and questioned the appropriateness of the car parking overlay and minimum bicycle parking requirements.	The parking strategy prepared by external transport specialists follows recent industry practice in recommending PSP provisions that will provide more flexibility for development proponents resulting in more efficient use of land across the PSP, and more and better-quality bicycle parking to support more sustainable transport modes.

	As noted earlier, the City will continue to facilitate discussions with landowners and the Department of Transport and Planning to ensure early delivery of bus services across the PSP and connections to key destinations.
Theme 4: Open Space	
Key Topic	Response
Request received to consider Myers Reserve as part of the PSP open space reserve system and remove the proposed Myers Reserve extension.	Myers Reserve currently serves the Bell Post Hill community and, according to the City's Myers Reserve Masterplan Report (July 2023), is operating at full capacity and requires extensive upgrades to serve that existing community. Therefore, the existing Myers Reserve land area has been excluded from the PSP public open space contribution. The extension to Myers Reserve will help to service the needs of the future Creamery Read PSP community
Changes proposed to the open space network include consolidation of parks and park locations.	The City conducted an extensive review of the open space network which resulted in removing one park and resizing the others. These changes maintain a 60 / 40 percent split between active and passive open space while maintaining an overall 10 percent open space requirement.
Theme 5: Environment	
Key Topic	Response

Submitters questioned the extent of the Cowies Creek Conservation area and its buffer alignment with the AECOM Growling Grass Frog (GGF) Strategy. Submitters also questioned future use and zoning of the conservation area, suggested exploring opportunities for public access and queried the conservation area's canopy cover target. Following agency consultation, the Cowies Creek Conservation Management Plan and Landscape Masterplan were prepared and shared with agencies and landowners. Feedback on these documents included suggestions to increase and decrease buffer distances, and to refine the scope to include fencing, access tracks, and additional items like a Cultural Heritage Management Plan (CHMP).	The Cowies Creek Conservation Management Plan (CMP) and the Cowies Creek Landscape Masterplan, prepared following landowner and agency consultation, provide detailed guidance on allowable uses and restrictions in the Cowies Creek Conservation area. The conservation area will be rezoned to Public Conservation and Resource Zone (PCRZ) as part of the Planning Scheme Amendment process to reflect ownership and help conserve the natural environment. The Cowies Creek CMP addresses recommendations in both the Federal and State Government guidelines to establish an appropriate outcome for the Strategic Assessment Part 10 approval and meet the requirements of the EPBC Act. The Cowies Creek conservation area and buffer has been informed by the City's environmental consultants and the Department of Environment, Energy and Climate Action (DEECA, formerly DELWP). A buffer distance less than 100m is unlikely to provide sufficient room to create off-stream wetlands and allow a 50 metre buffer as required by the GGF Habitat Design Standards. The Wadawurrung Traditional Owners Aboriginal Corporation (WTOAC) were consulted when preparing the Landscape Masterplan, which reflects the layout of the Cowies Creek conservation management plan. It is anticipated that a Cultural Heritage Management Plan (CHMP) will be required, particularly when considering detailed design of the Growling Grassland Frog habitat ponds and further engagement with key stakeholders, including the WTOAC.

	The 10 percent canopy cover target within the conservation is consistent with the GGF Habitat Design Standards, remnant ecological vegetation classes and requirements to avoid shading GGF habitat pools. Shared paths have not been recommended as part of the CMP given the constrained terrain and level of excavation likely required. Fencing will be installed along the conservation area's southern boundary to help preserve habitat and control public access in accordance with advice provided in DEECA's requirements for permanent fencing around conservation areas under the Melbourne Strategic Assessment: Growling grass frog conservation management category (DEECA 2023).
Submitters questioned management of the GGF, particularly the creation of frog pools and their impacts on hydrology, habitat, and cultural heritage. Additionally, submitters recommended aligning the City's approach to GGF protection with the the Melbourne Strategic Assessment's habitat design standards.	The City's environmental consultants advised that the construction of six frog pools is a minimum target of what is needed to provide adequate GGF habitat. Accurate siting and dimensions of the frog pools will be subject to detailed design and needs to consider cultural heritage and hydrology. Suitable locations are restricted due to terrain constraints, in terms of steepness and elevation, as well as well as proximity to the creek. Hydrology of the Cowies Creek corridor will need to be comprehensively explored as part of detailed design prior to construction, so the ponds are sited appropriately to access overland flows or ground water. Hydrological impacts of drainage have been considered and only treated stormwater would be permitted to drain into Cowies Creek and the GGF habitat wetlands.
Submitters noted that several important aspects of the City's EPBC Act Strategic Assessment work had not commenced when the PSP was drafted, including the	The draft BCS was prepared and released for public exhibition in September 2023. The PSP has since been amended in accordance with the extensive input provided during the consultation period.

Biodiversity Conservation Strategy (BCS) and Native Vegetation Precinct Plan (NVPP) and that this information should inform the protection of native flora and fauna within the Precinct and approaches such as avoid and minimise.	The NVPP has also been completed and this plan informed the revised future urban structure and draft PSP.
Submitters questioned the proposed canopy cover targets and requested that further justification for the targets and flexibility for delivering those targets be provided. In particular, submissions questioned the feasibility of achieving high canopy cover on small lots and potential conflicts with servicing infrastructure. Potential conflicts with bushfire protection measures were also noted.	The canopy cover targets have been reviewed following further engagement with the City's environmental and engineering consultants. This included preparation of mock subdivisions to test the targets. The City acknowledges the challenges in achieving canopy across smaller lot subdivisions and is currently undertaking further work to help overcome these challenges. The bushfire assessment provided advice on how bushfire risk can be managed and has been integrated into the PSP. The City believes the PSP achieves an appropriate balance between bushfire protection and canopy cover.
Theme 6: Environmentally Sustainable Design (ESD)	
Key Topic	Response
Submitters questioned various ESD provisions such as recycled materials, residential design guidelines and photovoltaic (PV) systems and the potential for these provisions to add development costs and impact the electricity grid.	The ESD provisions are important mechanisms for achieving sustainable development within the growth areas and achieving ESD broader City strategies, particularly in a changing climate. The City re-engaged its environmental planning consultants to consider submitter comments and look for opportunities to revise the PSP ESD provisions without compromising the City's objectives. For example, the recycled materials provision is more flexible and now references the Infrastructure Sustainability Council Materials Calculator (ISCA). Provisions related to residential dwelling thermal performance and EV chargers and

	charging parking bays have been revised following recent changes to the National Construction Code. The City is also preparing guidance, including checklists and information sheets, that will assist permit applicants and assessors meet the ESD provisions. Additionally, the City sought advice from electricity utility providers about grid impacts resulting from energy generated by residential PV systems. Powercor recently updated its standards to manage these changes, including larger and/or more substations. These standards apply across the State and will be addressed during the planning permit stage.
Theme 7: Amenity and land use constraints	
Key Topic	Response
Submitters noted potential amenity impacts caused by surrounding land uses, including Batesford Quarry and the Princes Highway. Submitters also noted potential site contamination issues.	The City sought advice was sought from the Environmental Planning Authority (EPA) and the Victorian Planning Authority on these matters. The Batesford Quarry is likely to affect a small portion of land in the south of the precinct. The PSP UGZ schedule now prohibits sensitive uses in the quarry buffer area until the facility ceases operation. An acoustic assessment has also been prepared by sound engineers to assess the impacts of surrounding, existing land uses, including the Geelong Ring Road and existing train line. The PSP requires applicants to prepare and submit a detailed acoustic assessment for planning applications within noise sensitive areas. Land contamination specialists prepared a land capability assessment, including an addendum which responds to Planning Practice Note PPN30: Potentially *Contaminated Land*. Two sites within the PSP identified as 'medium contamination' will require a Preliminary Risk Screen Assessment

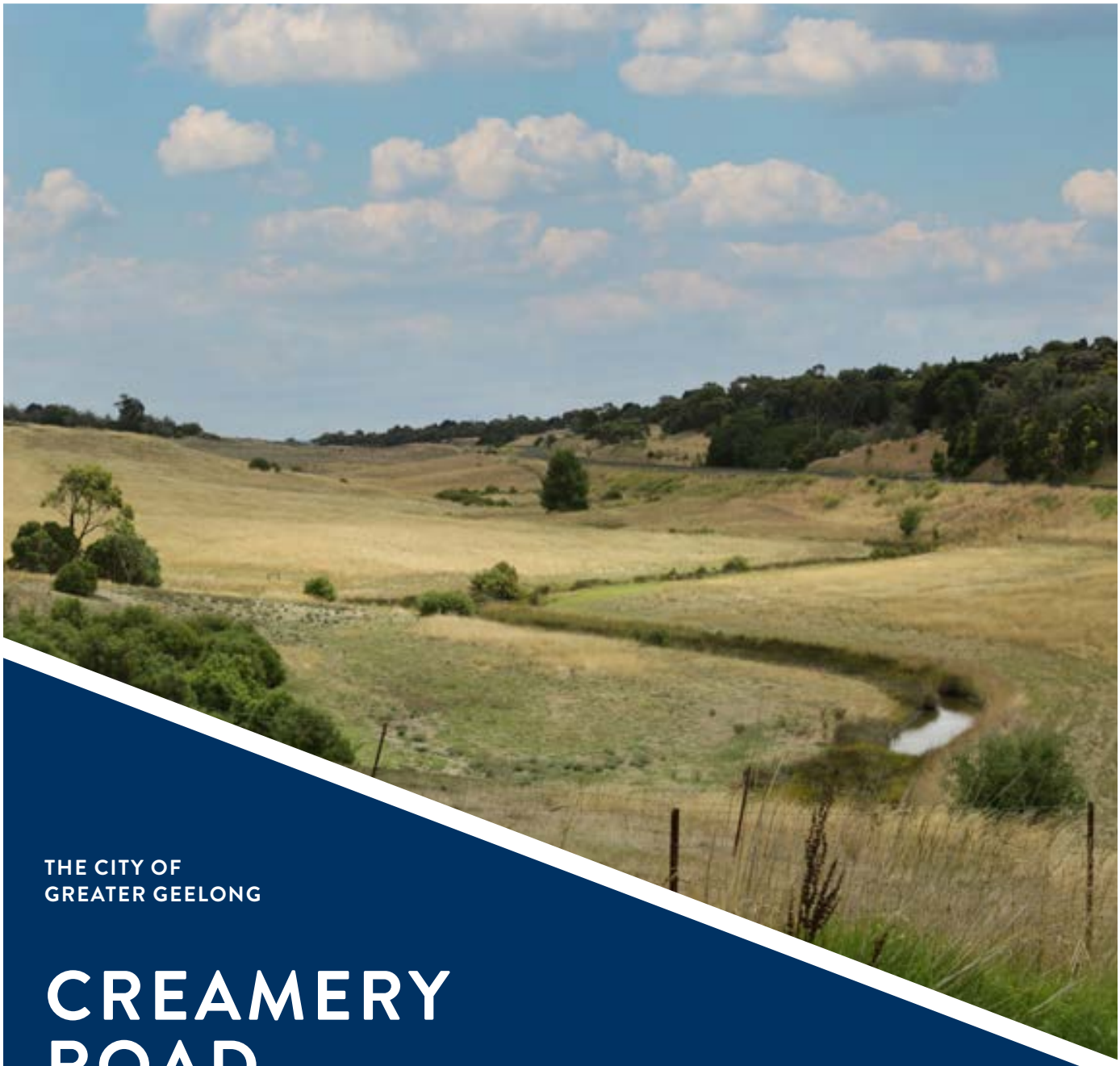
	(PRSA) or Environmental Audit if a sensitive use is proposed. This requirement is included in the UGZ schedule. Due to the likelihood of agricultural contamination, all other sites within the PSP that propose a sensitive use will require a PRSA with planning permit applications.
Theme 8: Community and social infrastructure	
Key Topic	Response
Amount of proposed community and social infrastructure and effect on net developable area and development contribution costs.	The community infrastructure facilities have been consolidated from two different sites to a single facility, known as the Early Years and Community Hub. The hub is located south of the neighbourhood activity centre and is co-located with a proposed primary school, as recommended by the Department of Education (DoE).
Submitters commented on the number of schools proposed within the precinct and their strategic justification, and school site locations and criteria. Submitters also made recommendations regarding PSP and UGZ schedule provisions, and the DCP.	School provisioning with the PSP was guided by the Framework Plan and two background reports commissioned by the City and prepared by social infrastructure specialists TAP Consulting and HillPDA. The PSP includes two proposed schools: a government primary school and a non-government primary school. Covenant College is an existing primary and secondary school also located within the PSP. Guidance provided on school location, layout, and the site selection informed the revised future urban structure and PSP. Requests for alternative uses, locational attributes, and design details were all considered, and adjustments made to the UGZ schedule and PSP. The proposed non-government school was revised to be within a regular shaped parcel under single ownership at the north of the PSP, with a frontage to three roads and access to nearby parks and public transport. Specific school design details will be finalised during the detailed design stage.
Theme 9: Retail and Neighbourhood Activity Centre (NAC)	
Key Topic	Response
A submission proposed reconfiguration of the neighbourhood activity centre (NAC) to improve road	The neighbourhood activity centre (NAC) is located on the Clever and Creative Corridor in accordance with recommendations made in the Retail

access, visibility, and retail viability. Another submitter requested the addition of a local activity centre in the north-east of the PSP.	and Economic Analysis (dated April 2022) completed by SGS Economics, and the Framework Plan. The central location allows for a higher proportion of residents to be located within walking distance to the neighbourhood activity centre (NAC), prioritises access by active and public transport and shift away from car dependent communities. The centre will become a desirable place to visit as residents will have more of a reason to choose to live in medium and high-density housing as they have access to a liveable, vibrant and pedestrian focused centre. Centralising the location of the NAC will also provide better trading conditions for the centre owners and surrounding local businesses to leverage the activity generated by adjoining social infrastructure (e.g., community park, sports reserves, schools). The size of the NAC and the two mixed-use nodes within the PSP are also based on the Retail and Economic Analysis (dated April 2022) prepared by SGS Economics, which provides a detailed justification that considers population projections and catchments, retail shopping trends and other factors.
Removal of the bulky goods area and emergency management services hub.	The bulky goods area and emergency services hub were removed from the PSP. The removal of the bulky goods area from the precinct is in accordance with the recommendations of the Retail and Economic assessment completed by

	SGS Economics. It was determined that there would be no residual demand for bulky goods in the precinct. The emergency management services hub was originally proposed within the bulky goods area in the precinct. The removal of the bulky goods area from the PSP has resulted in the hub to be relocated to the future Batesford North PSP. The delivery and funding of this hub will be led by State Government.
Theme 10: Housing	
Key Topic	Response
The approach, legality, justification, and impact on development viability of social and affordable housing requirements was raised. The suitability of the PSP's Greenfield location was questioned due to the absence of established infrastructure and transport options.	The social and affordable housing provisions will help the City achieve its commitments outlined in the Social Housing Plan 2020-2041. These provisions have been guided by the *Social Housing as Infrastructure* assessment completed by SGS Economics and were amended following advice from State Government agencies. The Clever and Creative Corridor will enable public and active transport connections across the growth areas and to key, external employment, health and education destinations.

Submitters questioned the proposed minimum dwelling densities and preferred building heights, and in turn, the economic viability of the Integrated Development Areas (IDA). Suggestions included increasing density in fewer targeted locations and replacing IDA areas with conventional residential densities. Submitters also indicated their preferred densities for conventional residential areas, which varied from 15 to 18 dwellings per hectare. Submitters also requested that density requirements be addressed through provisions in the PSP and recommended the removal of various residential classifications in the FUS, such as the IDA.	The City has reviewed and adjusted the required dwelling densities in response to submissions in a manner which allows the City to continue to achieve its dwelling targets. The PSP will continue to designate different types of residential areas, including the IDA, to support relevant applied zones and minimum densities, which is consistent with the aspirations of the Framework Plan, however provisions have been included to ensure flexibility is provided to support higher densities in areas of higher amenity.
Theme 11: Post-Contact Heritage	
Key Topic	Response
Submitters requested that further consideration be given to Avonlea Homestead and the zoning and use of Coolangatta Homestead.	The City's post-contact heritage assessment was revised and updated to include Avonlea Homestead following agency consultation. Avonlea Homestead and Coolangatta Homestead will now be included within a Heritage Overlay as part of the future planning scheme amendment. The PSP includes guidance around the preferred use of Coolangatta Homestead, however, these uses will be subject to future planning permit applications.
Theme 12: Smart City	
Key Topic	Response
Submitters questioned the feasibility of certain Smart City requirements and suggested that EV chargers should be optional. Questions were also raised about the potential integration of sensors at intersections to alert motorists about approaching emergency vehicles, and	The Smart City provisions will help the City achieve its smart city Framework Plan objectives and those set out in the the Smart City Strategic Framework and the Smart City Implementation and Action Plan. These requirements ensure the provision of technologies that support high-speed internet, and traffic and light sensors, which will help the City monitor and manage City services to inform future innovation and decision-making.

whether residential sprinklers could become a mandatory requirement in the PSP.	The City has retained the requirement for applicants to provide EV chargers within the neighbourhood activity centre but has removed this requirement in other public spaces given recent revisions to the National Construction Code and advancements in provision by businesses, workplaces and other service providers. Currently, residential sprinklers and sensors for emergency vehicles have not been included but future advancements may make these technologies feasible and appropriate through retrofit.
Theme 13: Planning Scheme Amendment Process	
Key Topic	Response
Request for the Planning Scheme Amendment and Standing Advisory Committee (SAC) to be split into two stages to enable matters to be resolved before proceeding to other aspects of the PSP.	The City acknowledges that while uncommon, in some circumstances a two-stage SAC process can provide an efficient means of resolving differences prior to the integrated assessment of a planning scheme amendment; however, the City determined that the Creamery Road PSP and DCP was unsuitable for a two-stage SAC process. A two-stage SAC process may have prejudiced the delivery of a draft PSP and DCP in 2024 and have flow on impacts to exhibition of a draft amendment, the ultimate SAC hearing and approval of the associated amendment. Also, the City believes a two-stage process would not have led to greater timing efficiencies.



THE CITY OF
GREATER GEELONG

CREAMERY ROAD PRECINCT STRUCTURE PLAN

AUGUST 2024

CITY OF GREATER GEELONG



ACKNOWLEDGEMENT OF COUNTRY

The City of Greater Geelong acknowledges the Wadawurrung People as the Traditional Owners of the land, waterways and skies of the Northern and Western Geelong Growth Areas. We pay our respects to their Elders, past and present.

We acknowledge all Aboriginal and Torres Strait Islander people who are part of our Greater Geelong communities today.

DISCLAIMER

The background information report mentioned is yet to be prepared.

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1.0 INTRODUCTION

The Creamery Road Precinct Structure Plan (the PSP) has been prepared by the City of Greater Geelong (the City) in collaboration with government agencies, service authorities, major stakeholders and the community.

The PSP is a long-term strategic plan to guide urban use and development. It describes how land is expected to be developed, what natural assets must be protected, and how and where services are planned to support this development.

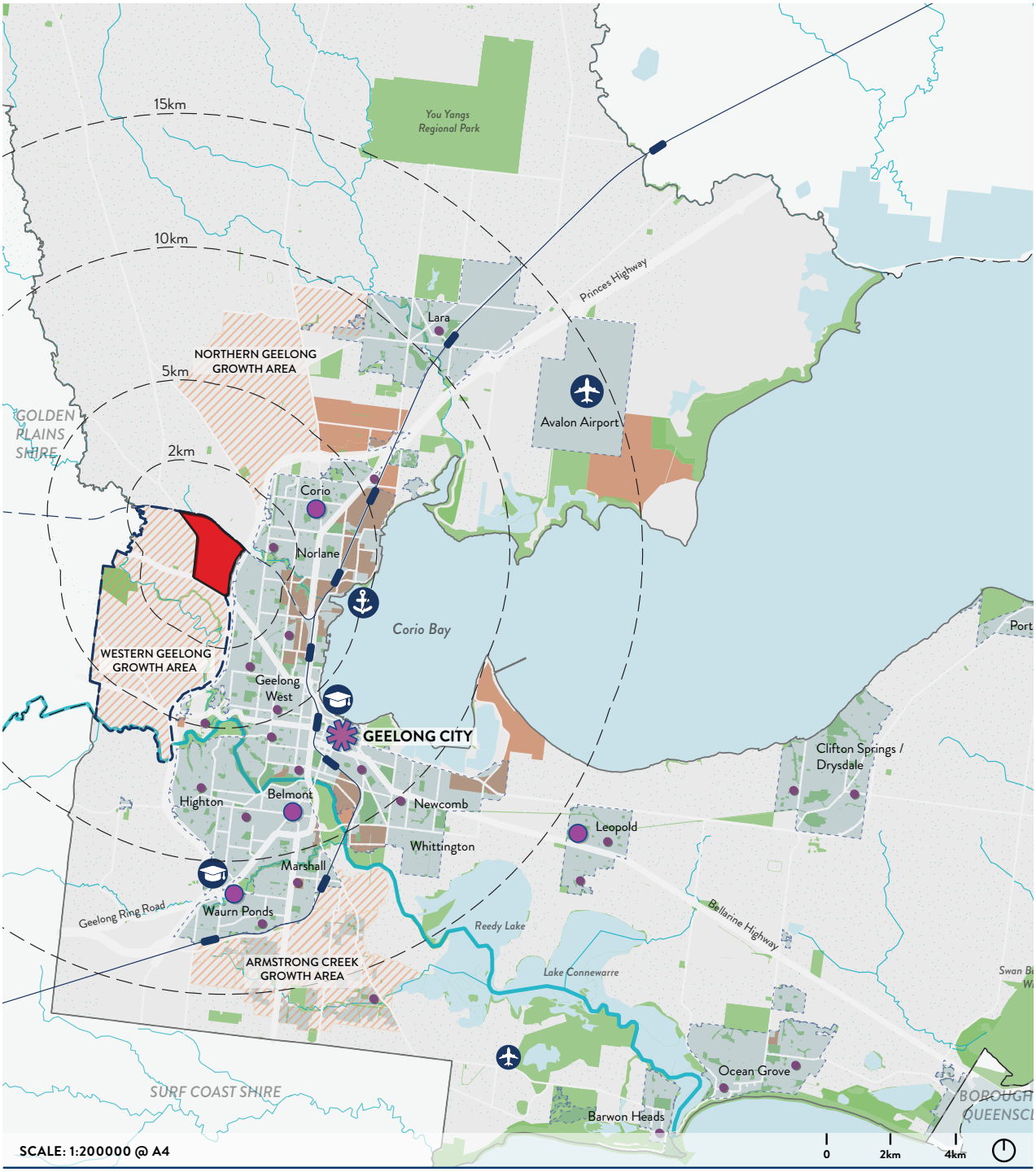
The PSP:

- Sets out plans to guide the delivery of quality urban environments in accordance with the Precinct Structure Planning Guidelines: New Communities in Victoria (VPA, 2021);
- Enables the transition of non-urban to urban land;
- Outlines the vision for how land should be developed and the desired outcomes to be achieved;
- Outlines the projects required to ensure that future residents, visitors and workers within the area are provided with timely access to services and transport necessary to support a quality and affordable lifestyle;
- Sets out objectives, requirements and guidelines for land use, development and subdivision;
- Provides government agencies, the City, developers, investors and local communities with certainty about all future use and development;
- Addresses the aspirations and actions of the Northern and Western Geelong Growth Areas Framework Plan (August 2020); and
- Addresses the requirements of the *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act 1999)* through the Northern and Western Growth Areas EPBC Plan and Strategic Impact Assessment.

The PSP is informed by:

- The Planning Policy Framework as set out in the Greater Geelong Planning Scheme;
- The Precinct Structure Planning Guidelines: New Communities in Victoria (VPA, 2021);
- Northern and Western Geelong Growth Areas Framework Plan (City of Greater Geelong, August 2020);
- The Northern and Western Geelong Growth Areas Integrated Water Management Plan (City of Greater Geelong, Barwon Water, 2018);
- Plan Melbourne 2017-2050 (Victorian Government, 2017); and
- Creamery Road PSP Background Report and the Creamery Road Native Vegetation Precinct Plan (NVPP).

P1. REGIONAL CONTEXT



LEGEND

- Creamery Road Precinct Area
- Western Geelong Growth Area
- Municipal Boundary (City of Greater Geelong)
- Municipal Boundary - Other Councils
- Urban Growth Area
- Established Urban Area
- Industrial Area
- Farmland
- Regional Activity Centre – Central Geelong
- Sub Regional Centre
- Activity Centre
- Airport
- Port
- University/Educational Institution
- Train Station
- Freeway/Highway
- Arterial Road
- Connector Street
- Waterway
- Waterbody
- Open Space

1.1 REALISING THE ASPIRATIONS OF THE NORTHERN & WESTERN GEELONG GROWTH AREAS FRAMEWORK PLAN

The Northern and Western Geelong Growth Areas Framework Plan – August 2020 (Framework Plan) is a high-level strategic document which guides the urban development of the Northern and Western Geelong Growth Areas (NWGGA). It includes actions and objectives to be responded to in the preparation of precinct structure plans for the NWGGA.

The NWGGA is the largest greenfield planning project in regional Victoria, containing approximately 5,300 hectares. It is anticipated to deliver up to 40,000 new dwellings to accommodate a population of approximately 112,000 people.

The NWGGA is located north-west of the Geelong CBD. Both the Northern and the Western Growth Areas consist of largely open, treeless agricultural land primarily utilised for grazing and cropping activities and are also home to nationally significant flora and fauna.

The Western Growth Area is bound by the Geelong Ring Road to the east, the Barwon River to the south and the Geelong-Ballarat rail line to the north. It has an area of 3,241 hectares and is anticipated to deliver up to 22,953 new dwellings for a population exceeding 64,000. The landscape is characterised by Cowies Creek, Barwon and Moorabool Rivers, views across the Barrabool Hills, and Batesford Quarry.

The Creamery Road Precinct is the first precinct proposed for development in the NWGGA. It is located in the north eastern corner of the Western Growth Area at the intersection of the Geelong Ballarat Railway line and the Geelong Ring Road.

Planning scheme amendment C395 incorporated the Framework Plan into the Greater Geelong Planning Scheme. It was gazetted on the 6th of May 2021. The amendment introduced Clause 11.02-2L - Northern and Western Geelong Growth Areas and recognises the Framework Plan as a background document which will inform the preparation of precinct structure plans in the NWGGA.

The Framework Plan sets out the following vision for the NWGGA:

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

The Framework Plan pursues innovation in the design and development of the NWGGA precinct structure plans to enable:

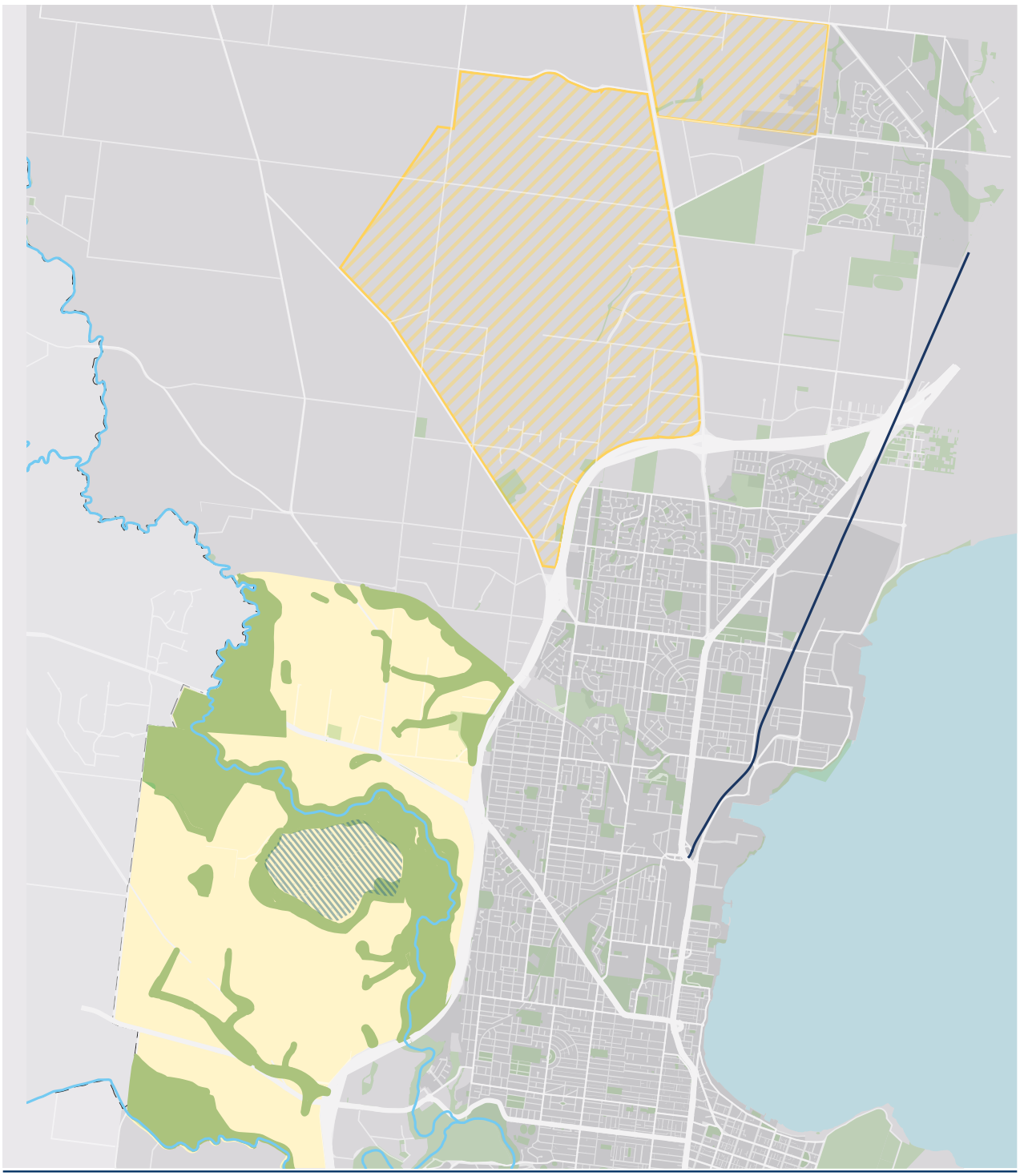
- Comfortable climate resilient communities;
- Zero carbon and zero waste communities;
- Integrated water management systems around major catchments;
- A Clever and Creative Corridor (CCC) that prioritises active transport and transit to develop 20 minute neighbourhoods;
- Smart city infrastructure; and
- Environmentally sustainable development (ESD).

This PSP seeks to address the aspirations, objectives and actions of the Framework Plan and determine land uses and the urban structure for the Creamery Road Precinct.

LEGEND

- Creamery Road Precinct Area
- Western Geelong Growth Area
- Municipal Boundary
- Urban Growth Area
- Established Urban Area
- Overhead Transmission Power Line
- Existing Quarry
- Future Open Space
- Train Station
- Freeway/Highway
- Arterial Road
- Connector Street
- Waterway
- Waterbody
- Open Space

P2. NORTHERN & WESTERN GROWTH GEELONG GROWTH AREAS FRAMEWORK PLAN: FUTURE URBAN STRUCTURE



DRAWING KEY

- Study Area
- Geelong Ring Road
- Arterial Road
- Connector Street (Indicative Alignment)
- Future Railway Station
- Public Transport (Potential Connection)
- Residential
- Rural Living (Future Investigation of Residential)
- Rural Living (Future Investigation of Employment)
- Employment
- Agriculture (Future Investigation of Conservation)
- Agriculture (Future Investigation of Rural Living)
- Lakeside Residential (Future Investigation of Conservation)
- Batesford Township
- Lake Waterbody
- Clever & Creative Corridor
- Activity Centre (Sub-Regional / Specialized Neighbourhood)
- Waterways
- Major Watercourse
- Potential Waterways
- Monocline Escarpment
- Railway Crossing (Grade Seperation)
- Geelong Ring Road (Pedestrian Connection)
- Geelong Ring Road (New Connection)
- Geelong Ring Road (Upgrade Connection)
- Geelong Ring Road (Upgrade Existing Overpass)

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1.2 A CLEVER & CREATIVE APPROACH

ZERO CARBON AND ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT

The City's Climate Change Response Plan 2021-30 establishes a target of net zero community emissions by 2035. Similarly, the Framework Plan requires PSPs to deliver zero carbon and environmentally sustainable development (ESD).

ESD and zero carbon actions, requirements and guidelines have been embedded throughout the PSP to ensure that subdivision and building design responds to the City's ESD and net zero targets. The PSP has also been guided by the Sustainable Subdivisions Framework, prepared by the Council Alliance for a Sustainable Built Environment (CASBE).

ZERO WASTE COMMUNITIES

The Framework Plan requires waste minimisation, reuse, and recycling to be addressed in the construction and occupation of new neighbourhoods to fulfil the City's strategic goal of zero waste to landfill.

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

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

COMPLETE STREETS AND THE CLEVER AND CREATIVE CORRIDOR (CCC)

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

The Clever and Creative Corridor (CCC) is a dedicated active and public transport corridor that will connect all major activity centres and key land uses across the growth areas to support separated bicycle lanes, rapid public transit, and wide, tree-canopy lined pedestrian paths.

Its central location in each precinct, combined with streets and intersections designed to prioritise walking and cycling, will support the development of walkable and cyclable neighbourhoods around key land uses and destinations.

Within the Creamery Road Precinct, the CCC follows the topography of the land. Parks and other land uses have been located on the CCC to maximise views and proximity to natural assets and waterways. The CCC utilises different cross section types to address the different functions and use of land adjoining the CCC.

TREE CANOPY

The City's Urban Forest Strategy establishes a 25% canopy cover target for urban areas. In response to this target and the aspirations of the Framework Plan, the PSP promotes the retention of existing canopy trees and sets mandatory minimum canopy targets for each land use, seeking to achieve a minimum of 25% canopy coverage across the precinct.

COMPACT HEALTHY NEIGHBOURHOODS

This PSP encourages greater dwelling densities in and around activity centres, along the CCC, and near community facilities, schools, and sports reserves by applying an Integrated Development Area. This approach will enable more people to live within a short walk to key services such as schools, parks, food and groceries and encourage walking, cycling and healthy lifestyles.

INTEGRATED WATER MANAGEMENT

Integrated water management recognises the interrelationships between different types of water and recognises the needs of local catchments and waterways, communities, and industries.

This approach to managing and supplying water is a key component of the NWGGA Integrated Water Management Plan (2021) which guides the preparation of all NWGGA Precincts.

It will provide recycled water to every dwelling, support passive irrigation of street trees and open spaces, and enable stormwater capture, harvesting and treatment through detention and retarding basins to enhance environmental flows to Cowies Creek and local tributaries.

Integrated water management will contribute to cool urban landscapes that minimise urban heat island effect, create environments that sustain natural assets, and protect and improve the habitat of native species.

PROTECTING AND RESTORING BIODIVERSITY

Cowies Creek supports a range of environmental values including a significant population of Growling Grass Frog (Litoria raniformis), listed as vulnerable under the EPBC Act 1999. Populations of Growling Grass Frog have also been recorded downstream of the PSP, highlighting the significance of the waterway in supporting the species.

The regionally significant Eastern Long-necked Turtle (Chelodina longicollis) was also recorded in Cowies Creek.

With respect to vegetation, nationally listed Adamson's Blown Grass (Lachnagrostis adamsonii) has been recorded along the creekline in addition to remnant patches of Creekline Grassy Woodland (EVC 68). Over 20 hectares of Plains Grassland EVC 132 persist throughout the precinct.

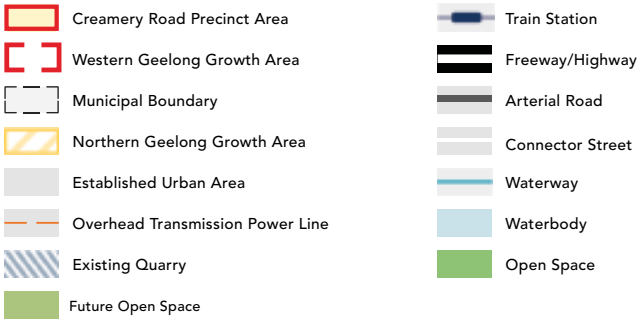
The Northern and Western Growth Areas EPBC Plan and supporting documents including the Biodiversity Conservation Strategy prepared by the City will inform biodiversity protection and conservation in the precinct and broader growth area in addition to the NVPP.

SMART CITIES

The PSP supports and enables the adoption of smart technologies and digital innovation that will provide high-performance information technology infrastructure, help the City manage local assets such as roads, intersections and car parking, and monitor the precinct's sustainability performance.

1.2 A CLEVER & CREATIVE APPROACH

LEGEND



P3. LOCAL CONTEXT



1.3 HOW TO READ THIS DOCUMENT

The PSP guides land use and development where a permit is required under Schedule 8 to the Urban Growth Zone (UGZ) (Clause 37.07 of the Greater Geelong Planning Scheme), or any other provision of the Greater Geelong Planning Scheme that references the PSP.



1 STEP

REVIEW THE URBAN GROWTH ZONE SCHEDULE

The Urban Growth Zone Schedule 8 (UGZ8) of the Greater Geelong Planning Scheme sets out whether a planning permit is required for land use or development and includes requirements and conditions which must be met, in addition to decision guidelines.



2 STEP

UNDERSTANDING THE VISION AND OBJECTIVES

A permit application and subsequent planning permit must respond to and implement the PSP vision and objectives outlined in Section 2.



3 STEP

IMPLEMENTATION

The implementation section is divided into a series of themes, derived from the overarching vision and objectives of the PSP. Each theme contains specific **Objectives**, **Requirements**, and **Guidelines**.

Objectives describe the desired outcome to be achieved by a proposal.

Requirements are mandatory and must be adhered to in developing land. Where they are not demonstrated to be met in a permit application, the application may be refused or requirements will be included as a planning permit condition.

Guidelines are discretionary and should be adhered to in developing land, at the discretion of the responsible authority. If the responsible authority is satisfied that an application applies an alternative approach and it achieves the objectives, the responsible authority may approve the alternative approach.

Meeting the requirements and guidelines will achieve the PSP's vision, objectives, and desired outcomes.



4 STEP

OTHER CONSIDERATIONS

This PSP does not include every aspect that must be considered by a responsible authority when determining proposals on land within the precinct. The responsible authority will also determine proposals and issue permits in accordance with its powers under the Planning and Environment Act 1987 and the Greater Geelong Planning Scheme and, where necessary, apply discretion allowed for by these instruments.

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

1.4 LAND TO WHICH THIS PSP APPLIES

The Creamery Road Precinct is the first precinct to be developed in the NWGGA.

The precinct is located in the northeast corner of the Western Geelong Growth Area as shown on *Plan 3 Local Context.*

It occupies approximately 350 hectares of land and is bound by the Midland Highway/Ballarat Road to the south, the Princes Freeway/Geelong Ring Road to the east, Geelong-Ballan Road to the west and the Cowies Creek corridor and the Geelong-Ballarat rail line to the north. Cowies Creek runs from east to west inside the northern boundary of the precinct. The precinct topography features shallow gradients sloping toward Cowies Creek as shown on *Plan 4 Precinct Features.*

The PSP abuts the future Batesford North PSP to its immediate west (separated by Geelong-Ballan Road) and Batesford South PSP to its south (separated by the Midland Highway/ Ballarat Road). Land north of the railway corridor is utilised for rural living.

East of the precinct and Geelong Ring Road is the established suburb of Bell Post Hill. Most of the precinct's land is currently within the boundaries of Bell Post Hill.

Land south of Creamery Road is contained in the township of Batesford. The triangular corner of the precinct located west of Evans Road at present belongs to the locality of Moorabool.

LEGEND

- Creamery Road PSP Area
- Property Parcels
- Contours (2.5m)
- Areas of Cultural Heritage Sensitivity
- Existing Educational Institute
- Medium Potential for Contamination
- Major Intersection
- Level Crossing
- Existing Train Line
- Potential Future Railway Station
- Heritage Homestead
- Heritage Rail Bridge
- Informal Waterway Crossing
- Road over Bridge
- Quarry Buffer
- Power Poles
- Viewline & View Cones
- Plains Grassland EVC132
- Creekline Grassy Woodland
- 100m Buffer to Cowies Creek
- Significant Grade Change (Slope 2-20%)
- Critical Rated Trees
- High Rated Trees
- Moderate Rated Trees
- Other Trees
- Direction of Drainage
- Waterbody
- Moderate Landslide Susceptibility Zone
- High Landslide Susceptibility

*Any development in this zone requires a geotechnical assessment, followed by a drainage assessment

P4. PRECINCT FEATURES



1.5 BACKGROUND INFORMATION

The Creamery Road PSP Background Report provides detailed background information relating to the precinct, including its local and metropolitan context, history, landform and topography, biodiversity, drainage, open space, transport infrastructure, employment and community facilities.

The report also summarises the technical studies that have informed preparation of the PSP.

1.6 DEVELOPMENT CONTRIBUTIONS PLAN

The Creamery Road Development Contributions Plan (the DCP) sets out the requirements for developers to contribute towards the basic and essential infrastructure required to support development of the precinct.

The DCP is a separate document to the PSP. It is incorporated into the Greater Geelong Planning Scheme under Clause 72.04 Incorporated documents and implemented through Schedule 11 to Clause 45.06 of the Greater Geelong Planning Scheme. The DCP applies to the same land as the PSP.

1.7 NATIVE VEGETATION PRECINCT PLAN

The Creamery Road Native Vegetation Precinct Plan (NVPP) informed by the Biodiversity Conservation Strategy.

The NVPP identifies:

- Native vegetation to be protected;
- Native vegetation that can be removed, destroyed or lopped without a requiring a planning permit;
- Offsets that must be sourced by landowners, as outlined in the NVPP, prior to the removal of native vegetation; and
- Conditions that must be met to protect and retain vegetation.

The statutory basis for the NVPP is Clause 52.16 of the Greater Geelong Planning Scheme. The NVPP is a separate document to the PSP and is incorporated into the Greater Geelong Planning Scheme under Clause 72.04 Incorporated documents.

2.0

OUTCOMES

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2.1 VISION

The Creamery Road PSP will support a thriving, well connected and climate resilient community.

The Clever and Creative Corridor (CCC) will form a dedicated active and public transport corridor, and connect activity centres and key land uses across the growth areas.

Increased housing density and diversity along the CCC and within and around the Neighbourhood Activity Centre (NAC) will allow residents to live within walking distance of day-to-day necessities and public transport.

Together Integrated Development Areas (IDA) and Conventional Residential Areas (CRA) will support a range of housing typologies that support varying housing needs.

The street network will showcase 'blue-green' infrastructure, support canopy trees and prioritise walking and cycling and the creation of environments that are attractive and designed to a human scale. Best practice stormwater management and water sensitive urban design will deliver functional, high-amenity community spaces.

The precinct's open space system will recognise cultural values and perform an important role in conservation, recreation, greening and cooling.

Community facilities will be provided to ensure access to community services and spaces for social connection.

The PSP provides a framework to achieve zero carbon subdivision and development including the delivery of a fully electric precinct that includes energy efficient buildings and supports neighbourhood scale renewable energy opportunities.

The PSP will contribute to zero waste initiatives by encouraging the use of sustainable and locally sourced materials with low embodied carbon and high recycled content.

2.2 OBJECTIVES

SITE LAYOUT, LIVEABILITY AND CHARACTER	
CHARACTER	• Protect cultural heritage and create opportunities for cultural awareness and education. • Ensure view corridors to significant features. • Ensure neighbourhoods and buildings respond to natural features, character and cultural heritage.
HOUSING	• Achieve affordable housing and social housing in all residential areas. • Facilitate housing diversity to cater to the needs of a diverse population. • Deliver environmentally sustainable and climate resilient housing that supports zero carbon outcomes. • Support greater densities of housing within walking distance of key destinations, amenities, and infrastructure. • Deliver a range of lot sizes and housing typologies that integrate with, and respond to, surrounding land uses and context.
COMMUNITY FACILITIES	• Deliver well designed community facilities and schools which are integrated, adaptable, sustainable and responsive to the context. • Support the timely delivery of community facilities and schools that cater to a diverse community. • Ensure community and education facilities are accessible by public transport, walking and cycling.
ACTIVITY CENTRES	• Deliver a walkable and vibrant neighbourhood activity centre that provides a range of retail commercial, community, and residential uses to serve the community and encourage best practice urban design. • Ensure the activity centre achieves best practice in ESD and supports a zero operational carbon neighbourhood.
STREETS AND PUBLIC REALM	
STREET NETWORK	• Establish a CCC that is vibrant, sustainable, encourages diverse land uses and supports an integrated movement network. • Provide high quality public and active transport for people early in the development of the precinct that links key spaces and places. • Develop a network of streets and paths that are designed for people at a human scale which are permeable, legible and inviting, and that prioritise pedestrians and cycling.
OPEN SPACE SYSTEMS	• Create a network of high amenity open spaces which integrate with the street network and provide recreational transport links to support the development of healthy communities. • Deliver community parks which reflect local character and recognise and acknowledge Aboriginal and heritage values. • Provide sports (active) reserves that assist in meeting the sporting needs of the community. • Support expansive canopy coverage and the retention of valued trees to improve the amenity and use of open spaces. • Design open spaces which promote a sense of place and cater to users of all genders, ages, abilities and cultures.

2.2 OBJECTIVES

ENERGY AND TECHNOLOGY

SUSTAINABLE ENERGY AND ZERO CARBON

Zero Carbon

- Ensure utilities and services contribute towards the development of a fully electric, zero carbon precinct.
- Reduce greenhouse gas emissions during the construction of the precinct, including through construction management practice and the selection of materials.
- Ensure that all subdivision and development consider and responds to the whole-of-life cycle impacts of design and construction by using lower embodied carbon, local and recycled materials.

Supporting Renewable Energy

- Achieve carbon neutrality in ongoing operations of the precinct.
- Ensure the design and provision of utilities promote sustainability and zero carbon operational neighbourhoods.
- Ensure all development and subdivision supports, generates and supplies renewable energy and achieves zero operational carbon by 2035.

SMART CITIES

- Ensure that technology and communications infrastructure can deliver and support smart city technologies.
- Ensure that smart city infrastructure integrates into the public realm.
- Provide EV charging facilities that meets the future needs of the community.

BIODIVERSITY, THREATENED SPECIES AND NATIVE VEGETATION

- Prioritise the retention and enhancement of the Cowies Creek Conservation Area in accordance with relevant legislation, regulation and management plans.
- Protect and enhance biodiversity values within the Cowies Creek Conservation Area and increase community understanding and involvement in biodiversity conservation.

INTEGRATED WATER MANAGEMENT

- Achieve best practice stormwater management and water sensitive urban design that delivers functional, high amenity places for the community, including reducing the urban heat island effect.
- Promote sustainable water practices and technologies which protect local water resources and minimise potable water consumption.
- Respond effectively to climate change including flood and drought through best use of water in the landscape, including harvest and use.
- Ensure blue green infrastructure achieves best practice IWM outcomes via constructed waterways, treatment wetlands and other water sensitive urban design (WSUD) solutions to create high amenity spaces.
- Protect and enhance the hydrological, geomorphological, ecological and cultural values of Cowies Creek and its tributaries.
- Provide all lots with safe, reliable, potable and recycled water, services and reticulated sewerage.

2.2 OBJECTIVES

CLIMATE RESILIENT COMMUNITES

- Provide climate resilient housing and neighbourhoods and safe, comfortable places to live; considering bushfire risk, urban heat, thermal comfort, water usage, flood risk and stormwater management.

URBAN GREENING	• Combat the urban heat island effect, improve community resilience and wellbeing, protect existing vegetation while increasing biodiversity and Green (vegetation) Infrastructure.
BUSHFIRE RESILIENCE	• Ensure that bushfire hazards are identified and appropriately addressed in the layout and design of subdivisions, the local street network, and buildings and works.

CIRCULAR ECONOMY

- Maximise resource recovery and recycling during construction.
- Minimise levels of embodied carbon in buildings.
- Encourage a whole-of-lifecycle approach towards buildings and infrastructure, including the use of high-quality, locally sourced, sustainable construction materials that can be easily recycled or sustainably disposed.

DELIVERY

- Ensure the timely and early delivery of key local and state infrastructure to facilitate early development of liveable communities.
- Encourage development staging to be co-ordinated with the delivery of key infrastructure.

2.3 FUTURE URBAN STRUCTURE

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

LEGEND

- Creamery Road PSP Area
- Property Parcels
- Contours (2.5m)
- 100m Buffer to Cowies Creek
- Trees to be Retained
- Heritage Homestead
- Potential Future Railway Station
- Quarry Buffer
- Waterway
- Railway Corridor

FUTURE URBAN STRUCTURE

- Conventional Residential
- Integrated Development Areas (IDA)
- Mixed Use IDA (MUIDA)
- NAC Integrated Development Areas
- Neighbourhood Activity Centre
- Early Years & Community Hub
- Existing Private School
- School
- Community Park
- Existing Sports (Active) Reserve
- Sports (Active) Reserve
- Waterway Corridor
- Indicative Drainage Asset
- Cowies Creek Conservation
- Untreated for Drainage / High Landslide Susceptibility Zone
- Untreated for Drainage / Moderate Landslide Susceptibility Zone
- Moderate Landslide Susceptibility Zone
- Emergency Hub (Indicative)

CLEVER & CREATIVE CORRIDOR

- Standard (34m) - Vehicles can only turn left-in/left-out outside of a signalised location or alike.
- Activity Centre (20m)
- Variation (21.6m)
- Evans Road North (20m)
- Evans Road South (20m)
- CCC Road Batters

MOVEMENT NETWORK

- Recreational Transport Links
- Key Pedestrian Street
- Existing Road
- Arterial Road
- Connector Road
- Connector Road (Modified)
- Local Access Street (Level 1)
- Local Access Street (Level 2)
- Conservation Interface Street
- Bluestone Bridge Road
- Signalised Intersection (3 or 4 legs)
- Left In - Left Out
- P-Turn
- U-Turn

P5. FUTURE URBAN STRUCTURE PLAN



2.4 LAND USE BUDGET & POPULATION

Table 1 Summary Land Use Budget provides a summary of the land required for transport, community facilities, government education facilities and open space and identifies the total amount of land available for development.

The total area of the precinct is 344.57 hectares, 55% of which is available for development. This translates to a net developable area (NDA) of 195.717 hectares. The NDA is inclusive of the following areas, including but not limited to: Conventional Residential Areas (CRA), Integrated Development Areas (IDA), and the Neighbourhood Activity Centre (NAC).

Based on the residential density thresholds established in *Table 3 Housing Delivery Guide* and *Table 4 Dwelling Density Minimums*, the PSP is expected to generate an estimated 3,645 dwellings to accommodate approximately 10,206 new residents.

LEGEND

- Creamery Road PSP Area
- 1 Property Parcels & Numbers

LAND USE BUDGET

- NDA Residential
- Early Years & Community Hub
- Existing Private School
- School
- Community Park
- Existing Sports (Active) Reserve
- Sports (Active) Reserve
- Waterway Corridor
- Indicative Drainage Asset
- Cowies Creek Conservation
- Road Reserve
- Clever & Creative Corridor (Including Road Batters)
- Untreated for Drainage / High Landslide Susceptibility Zone
- Untreated for Drainage / Moderate Landslide Susceptibility Zone
- Moderate Landslide Susceptibility Zone

P6. PRECINCT LAND USE BUDGET PLAN



T1. SUMMARY LAND USE BUDGET

A property specific land budget table is provided in *Table 16 Property Specific Land Use Budget.*

DESCRIPTION	HECTARES	% OF PRECINCT	% OF NDA
TOTAL PRECINCT AREA (HA)	**344.568**	**100%**	
TRANSPORT			
Existing road being retained	11.145	3.23%	5.69%
Road widening *DCP land	3.822	1.11%	1.95%
Clever and Creative Corridor *DCP	8.586	2.49%	4.39%
SUB TOTAL TRANSPORT	**23.553**	**6.84%**	**12.03%**
COMMUNITY & EDUCATION			
Existing Non-Government School	11.611	3.37%	5.93%
Proposed Government Primary Schoool	3.5	1.02%	1.79%
Proposed Non-Government Primary School	3	0.87%	1.53%
Proposed Early Years and Community Hub	1.3	0.38%	0.66%
SUB TOTAL COMMUNITY & EDUCATION	**19.411**	**5.63%**	**9.92%**
OPEN SPACE			
UNCREDITED (ENCUMBERED) OPEN SPACE			
Cowies Creek Conservation Reserve	41.295	11.98%	21.10%
Drainage Assets (including Waterway Corridor Reserve)	27.705	8.04%	14.16%
Existing Sports (Active) Research - Myers Reserve	17.316	5.03%	8.85%
SUB TOTAL UNCREDITED OPEN SPACE	**86.316**	**25.05%**	**44.10%**
CREDITED OPEN SPACE			
Sports (Active) Reserve	8.923	2.59%	4.56%
Myers Reserve Extension - Sports (Active) Reserve	3.25	0.94%	1.66%
Community Parks (including Town Square)	7.398	2.15%	3.78%
SUB TOTAL CREDITED OPEN SPACE	**19.571**	**5.68%**	**10.00%**

TOTAL PRECINCT AREA	344.568
TRANSPORT	23.553
COMMUNITY & EDUCATION	19.411
UNCREDITED OPEN SPACE	86.316
CREDITED OPEN SPACE	19.571
TOTAL ENCUMBERED LAND	148.851

TOTAL NET DEVELOPABLE AREA (NDA)	195.717
Residential - Standard	149.657
Residential - IDA (including MUIDA)	36.683
Residential - NAC IDA	3.875
Residential - High Landslide Susceptibility Zone / Untreated for Drainage	2.358
Residential - Moderate Landslide Susceptibility Zone / Untreated for Drainage	0.46
Commercial - NAC	2.684

3.0

IMPLEMENTATION

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3.0 IMPLEMENTATION

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

THE THEMES ARE:

1.	**SITE LAYOUT, LIVEABILITY AND CHARACTER**	• Character • Housing Diversity, Density and Choice • Community Facilities & Education • Activity Centres
2.	**STREETS AND PUBLIC REALM**	• Complete Streets • Open Space Systems
3.	**ENERGY AND TECHNOLOGY**	• Sustainable Energy and Zero Carbon • Smart Cities
4.	**BIODIVERSITY, THREATENED SPECIES AND NATIVE VEGETATION**	
5.	**INTEGRATED WATER MANAGEMENT**	
6.	**CLIMATE RESILIENT COMMUNITIES**	• Urban Greening • Bushfire Resilience
7.	**CIRCULAR ECONOMY**	
8.	**DELIVERY**	• Subdivision Works • Development Staging



3.1 SITE LAYOUT, LIVEABILITY AND CHARACTER

3.1.1	Character	42
3.1.2	Housing Diversity, Density & Choice	48
3.1.3	Community Facilities & Education	56
3.1.4	Activity Centres	62



3.1.1 CHARACTER

The precinct will ensure neighbourhoods and buildings are designed to respond to the surrounding natural landscape, character and cultural heritage.

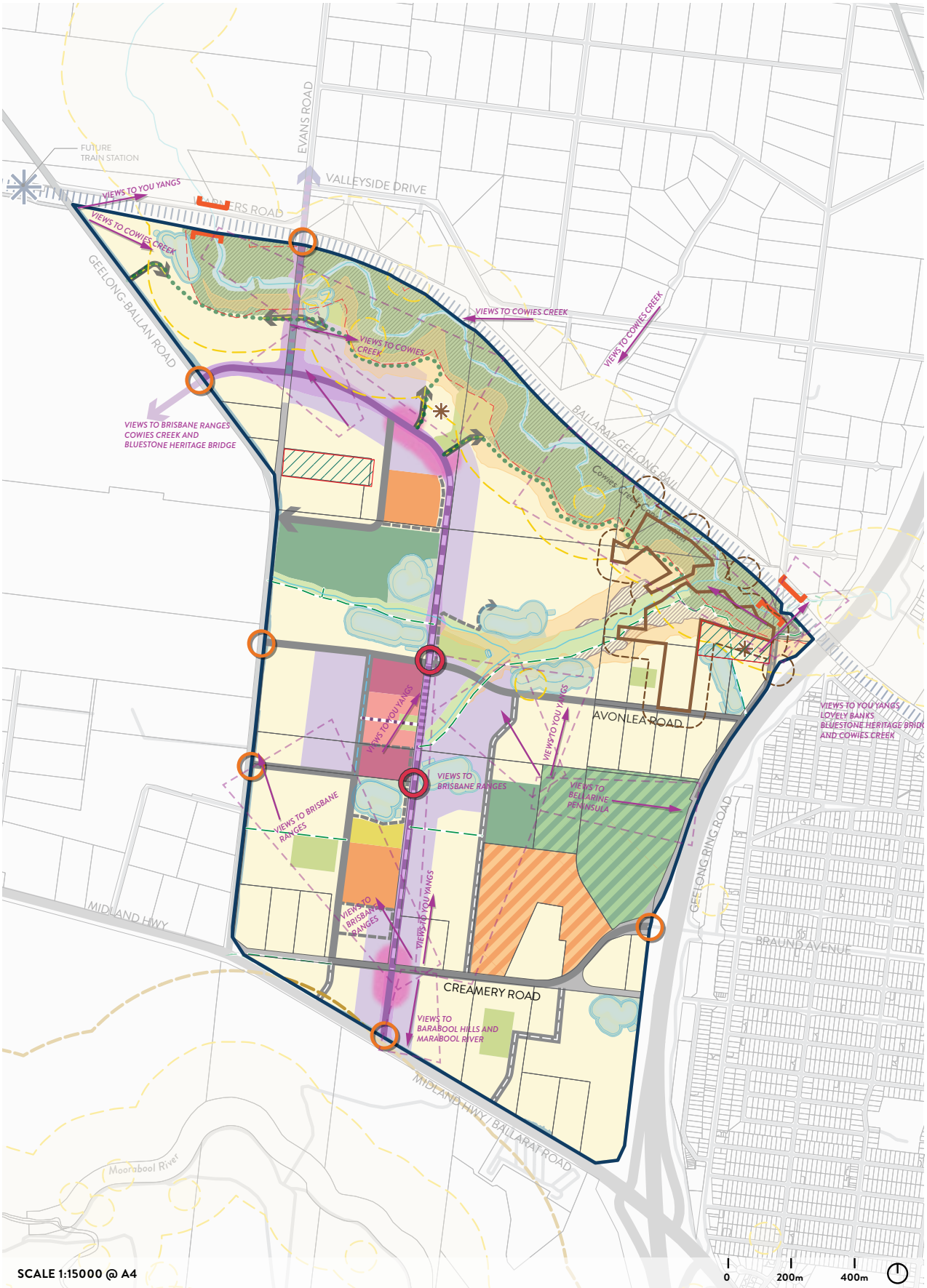
LEGEND

- Creamery Road PSP Area
- Property Parcels

CHARACTER AND HERITAGE

- Integrated Development Areas (IDA)
- Mixed Use IDA (MUIDA)
- NAC Integrated Development Areas
- Activity Centre
- Early Years & Community Hub
- Existing Private School
- School
- Community Park
- Existing Sports (Active) Reserve
- Sports (Active) Reserve
- Cowies Creek Conservation
- Moderate Landslide Susceptibility Zone
- Untreated for Drainage / High Landslide Susceptibility Zone
- Untreated for Drainage / Moderate Landslide Susceptibility Zone
- Medium Potential for Contamination
- 100m Buffer to Cowies Creek
- Heritage Homestead
- Area of Cultural Sensitivity
- Aboriginal Cultural Heritage Extent & 50m Buffer
- Heritage Rail Bridge
- PSP Gateway
- Activity Centre Gateway
- Viewline & View Cones
- Waterway Corridor
- Indicative Drainage Asset
- Cowies Creek Waterway
- Recreational Transport Links
- Indicative Recreational Transport Link (Within Road Reserve only)

P7. CHARACTER



3.1.1 CHARACTER

REQUIREMENTS

R1

Subdivision design must respond to the natural and built features of the precinct including; topography, view lines and view cones, waterways, the Cowies Creek Conservation Area, planned gateways, interfaces and land uses as guided by *Plan 7 Character*.

R2

Any application for subdivision or development within any moderate landslide susceptibility areas (as shown on *Plan 4 Precinct Features* and *Plan 7 Character)* must undertake a geotechnical assessment in accordance with Australian Geomechanics Guidelines for Landslide Risk Management (2007) and include that geotechnical assessment as part of the planning permit application.

Prior to commencement of works for each relevant stage of a subdivision, any geotechnical or landslide risks must be addressed and mitigated in accordance with the recommendations of the geotechnical assessment.

A letter from a suitably qualified geotechnical practitioner must be submitted following mitigation works. It must indicate risks of landslide susceptibility and confirm that any hazards are acceptable and will remain acceptable for the duration of the use and/or development in accordance with Australian Geomechanics Guidelines for Landslide Risk Management (2007).

R3

Permanent habitable buildings and structures must be avoided in high landslide susceptibility areas, as shown on *Plan 4 Precinct Features* and *Plan 7 Character*

For any other development proposed in high landslide susceptibility areas, the following condition applies:

An application for development and/or subdivision within the 'high landslide susceptibility areas', as shown on *Plan 4 Precinct Features* and *Plan 7 Character*, must be accompanied:

a. a full geotechnical assessment in accordance with the Australian Geomechanics Guidelines for Landslide Risk Management (2007) and;

b. which includes detailed subsurface investigation and risk evaluation for both individual risk and societal risk.

The assessment must achieve low to very low risk levels to allow development. The geotechnical assessment must be submitted as part of the planning permit application.

Prior to commencement of works any geotechnical or landslide risks must be addressed and mitigated in accordance with the recommendations of the geotechnical assessment.

A letter from a suitably qualified geotechnical practitioner must be submitted following mitigation works. It must indicate risks of landslide susceptibility and confirm that hazards are acceptable and will remain acceptable for the duration of the use and/or development in accordance with Australian Geomechanics Guidelines for Landslide Risk Management (2007).

R4

Placemaking opportunities identified in *Table 2 Key Placemaking Opportunities* and supporting *Plan 7 Character* must be addressed to provide focal points, a sense of place and contribute to local neighbourhood interest.

R5

The design and layout of a subdivision must ensure the connection of the shared path along the waterway drainage corridor within the Conservation Interface Street (as shown on *Appendix 3.2 Street Types & Cross Sections*), to provide a continuous network, in accordance with *Plan 7 Character.*

R6

Subdivision and development abutting the Cowies Creek Conservation Area must be separated from the conservation area by the Conservation Interface Street (as shown on *Appendix 3.2 Street Types & Cross Sections*) or an appropriate local street.

R7

Where an acoustic barrier is proposed, an application for development and/or subdivision must be accompanied by plans (drawn to scale and dimensioned) which show the design of the acoustic barrier. The design and built form of the barrier must be to the satisfaction of the responsible authority or relevant authority.

T2. KEY PLACE MAKING OPPORTUNITIES

KEY CHARACTER ELEMENT	PLACEMAKING OPPORTUNITIES
PSP Gateways	These gateways identify vehicular entries to the precinct. These locations provide opportunities for landscaping embellishment, landmark built form which draws attention, wayfinding and signage and material changes to the road surface.
Activity Centre Gateways	The activity centre gateways nominated are key active and public transport entries to the NAC Precinct. To address this function, a greater focus on the human scale is required with respect to built form and architectural design, interface treatments and materiality. These locations provide opportunities for landscaping embellishment, landmark built form which draws attention, wayfinding and signage and material changes to the road surface.
View Lines	The precinct benefits from views to local features and significant landscapes as identified in *Plan 4 Precinct Features*. The alignment of the CCC and the siting of several open spaces and community infrastructure seek to capitalize on these views. The configuration of streets in subdivision layouts, design of buildings and open spaces should consider and address view lines.
The CCC and abutting IDA including NAC, IDA and MUIDA	Developments in the NAC Precinct and IDA (including the Mixed Use IDA) abutting the CCC should allow activity to flow into the CCC and encourage people to engage and dwell in the corridor. Non-residential uses in the NAC Precinct, IDA and MUIDA, are encouraged on the ground floor level of buildings fronting the CCC. Non-residential ground floor uses must incorporate active frontages to the CCC. The landscaping and street furniture on the CCC should encourage people to rest, meet and dine.

3.1.1 CHARACTER

GUIDELINES

G1

Rear and side fencing as well as solid high front fencing adjacent to open spaces should be avoided, as appropriate.

G2

Subdivisions that retain existing dwellings within lots should be designed to effectively integrate with the neighbourhood and surrounding present context, and ultimate likely development of the retained dwelling lot.

G3

Where possible, salvaged natural and manufactured materials (e.g. cut stone, site rock, timber, significant fallen trees) should be incorporated into public realm as landscape features to provide a distinctive sense of place and connection to the landscape.

G4

A consistent suite of lighting and street furniture responsive to the type and role of the street and place should be used across neighbourhoods and be in accordance with the City's Street Lighting Policy.

G5

An application for development and/or subdivision should respond to the recommendations of the Cultural Values Assessment (2023) associated with the PSP.

G6

Subdivision and/or development of land within the Heritage Homestead or Aboriginal Cultural Heritage Extent and 50m buffer, as identified in *Plan 7 Character*, should have regard to the cultural/heritage significance of the site and incorporate significant elements throughout a development and/or subdivision including:

- Providing an appropriate design response for a sensitive interface;
- Appropriately scaled development, proportion and materials; and
- Providing wider community access to the heritage features where appropriate.

G7

Visibility and recognition of Aboriginal history and culture should be prioritised through close consultation with the Wadawurrung Traditional Owners Aboriginal Corporation to incorporate where possible:

- Aboriginal names for places, streets and major new public infrastructure including open space and public buildings;
- Site interpretation through signage, public art or other mechanisms to promote awareness and appreciation of local Aboriginal cultural heritage;
- Materials which have significance to the Aboriginal community in landscaping public and open spaces; and
- Any relevant intangible values, such as views or connections.

G8

Lots and development abutting the Clever and Creative Corridor (CCC) should front the CCC, and in all other areas should front (in order of priority where there are multiple fronting elements):

- Waterway drainage corridors and public open space;
- Cowies Creek conservation area;
- Local streets*;
- Connector roads;
- Arterial roads; and
- Schools.

*Local streets include pedestrian streets, micro streets, local access streets (1 and 2), and parking streets, as shown on *A3.2 Street Types & Cross Sections.*

G9

Facade treatment should be used to mitigate noise from adjoining roads and railway lines as opposed to the construction of an acoustic barrier.

Where an acoustic barrier is proposed, it should be designed to respect the surrounding neighbourhood and incorporate visually permeable materials, to the satisfaction of the responsible authority.

3.1.2 HOUSING DIVERSITY, DENSITY & CHOICE

The precinct will support a diversity of housing types in conventional residential areas, integrated development areas, and the neighbourhood activity centre.

Residential ESD Guidelines will be prepared for all residential subdivisions to help deliver environmentally sustainable and climate resilient housing.

The use of Coolangatta and Avonlea Homesteads for recreational and non-residential uses which are respectful of these heritage places are encouraged.

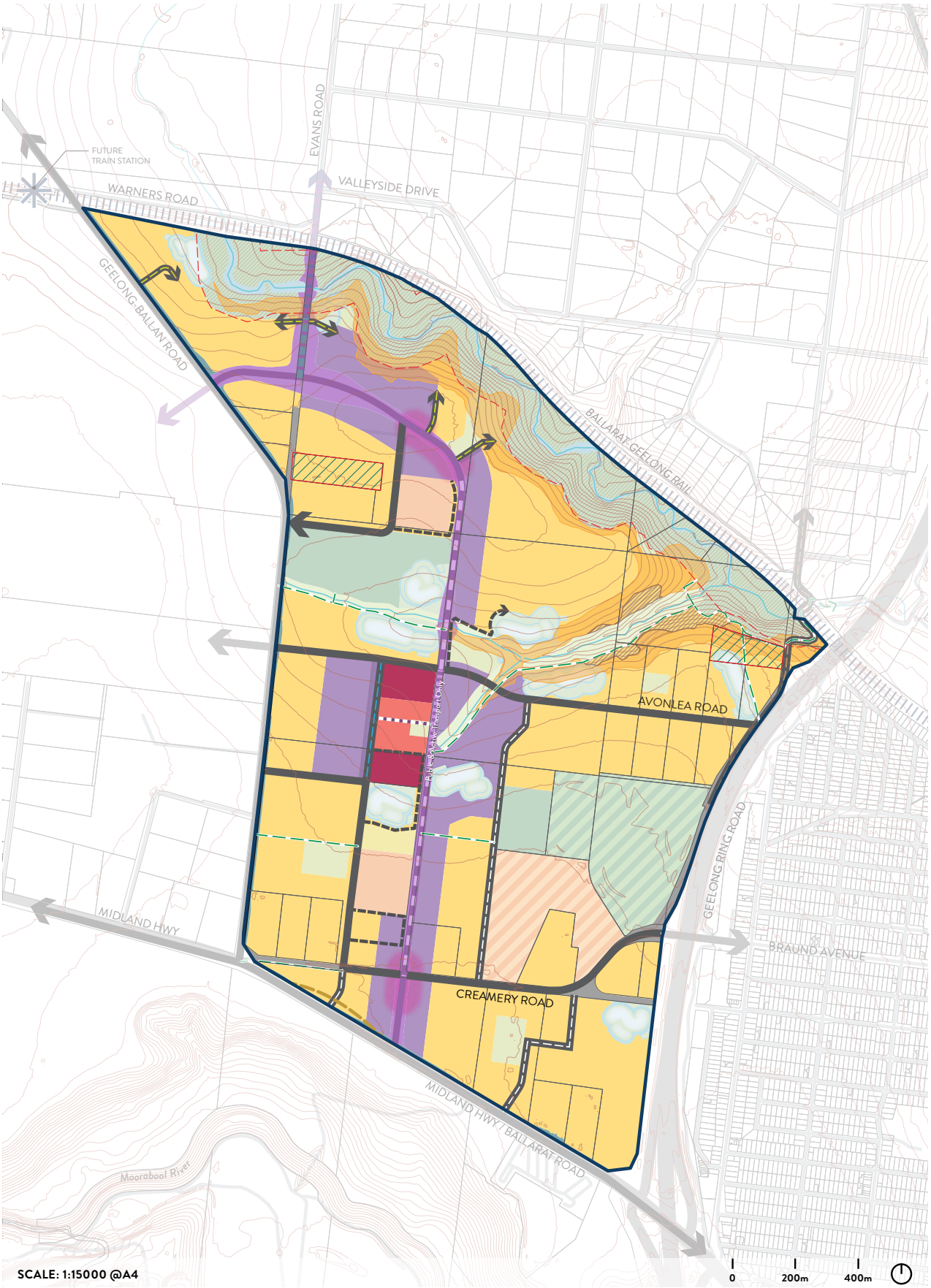
LEGEND

- PSP Area
- Property Parcels
- Contours (2.5m)

FUTURE URBAN STRUCTURE

- Conventional Residential
- Integrated Development Areas (IDA)
- Mixed Use IDA (MUIDA)
- NAC Integrated Development Areas
- Activity Centre
- Untreated for Drainage / High Landslide Susceptibility Zone
- Untreated for Drainage / Moderate Landslide Susceptibility Zone
- Moderate Landslide Susceptibility Zone
- Medium Potential for Contamination

P8. HOUSING


FUTURE TRAIN STATION
WARNERS ROAD
EVANS ROAD
VALLEYSIDE DRIVE
GEELONG-BALLAN ROAD
BALLARAT-GEELONG RAIL
AVONLEA ROAD
GEELONG RING ROAD
BRAUND AVENUE
MIDLAND HWY
CREAMERY ROAD
MIDLAND HWY / BALLARAT ROAD
Moorabool River
SCALE: 1:15000 @A4
0
200m
400m

3.1.2 HOUSING DIVERSITY, DENSITY & CHOICE

REQUIREMENTS

R8

An application for subdivision and/or development must deliver a range of lot sizes capable of accommodating a variety of dwelling types in accordance with *Plan 8 Housing* and *Table 3 Housing Delivery Guide.*

R9

Residential subdivisions must provide the minimum dwelling densities as specified in *Table 4 Dwelling Density Minimums.*

A density plan must be submitted which:

a. Calculate the dwellings per hectare over the entire area of the subject site.

b. Demonstrate how the minimum density is achieved and how it achieves a range of lots and housing typologies as per the housing delivery guide.

c. Identify dwelling targets for super lots.

R10

Subdivision applications containing super lots must be accompanied with a concept layout plan (drawn to scale and dimensioned) which demonstrates how the required dwelling yields can be achieved.

R11

Development and subdivision applications proposed within the IDA, as shown on Plan 8 Housing, must respond to *Appendix 2 – Table 17 Integrated Development Area Principles.*

R12

Applications for subdivision of land into residential lots or development of land for residential or mixed-use purposes must submit a Social and Affordable Housing Delivery Strategy.

The above requirement does not apply to:

a. Subdivision of land into less than three lots;

b. Subdivision or development of land for which a contribution towards social housing and affordable housing has already been provided consistent with G12 to the satisfaction of the responsible authority;

c. Development of land for less than three dwellings;

d. Buildings or works to an existing dwelling, provided the number of dwellings is not increased; and

e. Subdivision or development of land for which any other provision of the Greater Geelong Planning Scheme, or the Planning and Environment Act 1987 (or any other Act), requires an affordable housing contribution to be made in respect of the proposed development.

The Strategy must address the following:

- The contribution towards social housing and affordable housing to be provided, including the amount and form of the contribution;

How the contribution towards social housing and affordable housing will be achieved and secured, including the identification of intended agencies, the owner/s of land and the responsible authority entering into an agreement pursuant to section 173 of the Planning and Environment Act 1987, timeframes, built form, and a response to each of the matters specified by the Minister by notice published in the Government Gazette in accordance with section 3AA(2) of the Planning and Environment Act 1987;

- The location of the social housing and affordable housing, ensuring that social housing and affordable housing are dispersed across residential areas;

- A summary of the range of housing types, densities and sizes;

- Staging requirements to ensure that social housing and affordable housing are provided in a timely manner as development occurs; and,
- Principles to ensure that the social housing and affordable housing dwellings are well designed, include a range of lot or housing types to respond to local housing needs, are functionally and physically indistinguishable from other dwellings within the development, and are integrated with the remainder of the development.

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

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

R13

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

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

- All new dwellings to be constructed to be all electric in operation.
- At least 75% of the total site area to be comprised of a combination of the following
  - Green (vegetation) Infrastructure;
  - Roof and shading structures with cooling colours and finishes that have a solar reflectance index (SRI) of:
    - At least 80 SRI for roofing with a pitch less than 15 degrees
    - At least 40 SRI for roofing with a pitch of greater than 15 degrees
  - Hardscaping materials with SRI of minimum 40;
- All new residential lots to allow for future provision of Electric Vehicle Charging Points (EVCPs) of one per dwelling, where parking is provided. Unless otherwise approved in writing by the responsible authority, all EVCPs must be in accordance with NWGGA Smart City Specifications (2022) or as amended to a minimum specification of one 7kW 32Amp EVCP per dwelling;
- All new dwellings with up to two bedrooms to have installed a 3kW minimum capacity solar photovoltaic (PV) system. An additional 1kw capacity solar photovoltaic (PV) system is required for each additional bedroom proposed; and
- Apartment buildings to have installed a solar PV system with a capacity of at least 25W per square metre of site coverage or 1kW per dwelling, unless otherwise approved by the responsible authority.

3.1.2 HOUSING DIVERSITY, DENSITY & CHOICE

GUIDELINES

G10

The design of residential subdivision and nomination of housing typologies should respond to the individual site context, opportunities and constraints.

G11

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

a. Include a transfer of dwellings to the registered housing association under the Housing Act 1983 or the Geelong Affordable Housing Trust (or as amended) at a rate of 0.045sqm (or 4.5 %) for each square metre of commercially saleable or leasable floorspace (GFA) in the building(s) in question, with these social housing units being delivered at zero consideration to a registered community housing provider (Primary Obligation); or,

b. Provide any other delivery model of the contribution, such as transfer of serviced lots or a monetary contribution to the responsible authority or which is of equal value (as independently assessed) to the Primary Obligation; or,

c. Provide a monetary contribution to the responsible authority at a rate of $117 (indexed annually to movements in relevant dwelling prices in Geelong) per square metre of each saleable or leasable floorspace; or,

d. Provide a monetary contribution to the responsible authority at the rate of $357,356 (indexed annually to movements in relevant dwelling prices in Geelong) per net developable hectare for subdivision projects; or,

Provide a combination of the above to reflect the value of partial dwellings indicated by the formula as agreed in writing by the permit applicant and responsible authority.

G12

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

G13

Specialised housing forms, such as retirement villages, residential aged care facilities and residential villages should:

- Provide a range of residential built form types;
- Integrate into the wider urban structure;
- Avoid inactive interfaces, such as solid fencing/gates and walls, and blank facades;
- Be located within walkable proximity to the CCC;
- Be accessible by public transport;
- Not present a barrier to movement through the surrounding movement network and instead contribute to the permeability of the street network; and
- Be located within BAL 2 areas as shown on *Plan 23 Bushfire Resilience.*

G14

The development of gated communities should be avoided.



T3. HOUSING DELIVERY GUIDE

LAND USE	HOUSING VISION	HOUSING TYPOLOGY	APPLIED ZONE	MAX. NO. OF STOREYS (EXCLUDING BASEMENTS)
Housing within the Neighbourhood Activity Centre (NAC)	The NAC will serve as the retail core of the precinct by supporting anchor retail and specialty shops. Uses such as indoor recreation and outdoor informal recreation, offices, shared spaces, and medical uses are encouraged to support a vibrant centre. High residential densities alongside retail and commercial use are encouraged to maximise the number of people living within walking distance of the NAC. Dwellings and apartments are designed to provide high levels of amenity to residents.	Compact housing forms, shop top housing and apartments are encouraged which integrate with retail and commercial uses.	Commercial 1 Zone	N/A
Integrated Development Area (IDA)	Increased densities are supported in these locations (including NAC IDA) given their proximity to the CCC, NAC Precinct, transport, and other amenities. A combination of housing types is encouraged, and proponents are encouraged to test and implement new housing typologies. Combined subdivision/development applications within super lots are strongly encouraged, particularly on land adjacent the CCC to ensure that developments are not occurring in isolation of each other and provide cohesive and well-designed built form outcomes. IDA will be predominantly residential.	Housing typologies will vary to include a range of types and forms to create diversity and support medium to high residential densities. Types of housing encouraged include low-rise apartments, townhouses, soho-type dwellings and co-housing.	Residential Growth Zone	6
Mixed Use Integrated Development Area (MUIDA)	MUIDA are IDA which support non-residential and residential uses in the same development. Non-residential uses compatible in a residential environment, such as small offices and cafes, are encouraged on the ground floor of developments.	Mixed-use developments that incorporate non-residential uses at the ground floor with shop top housing.	Mixed Use Zone	6
Conventional Residential Area (CRA)	CRA will provide for traditional suburban lots with detached dwellings and opportunities for smaller unit development to occur. Dwelling design should create variation in housing form and design to create unique neighbourhoods and add visual interest. Three storey development is encouraged in areas close to IDA.	Types of housing encouraged are single dwellings, townhouses, detached housing and semi-detached housing (2-3 storeys).	General Residential Zone (Schedule 1)	3

T4. DWELLING DENSITY MINIMUMS

LAND USE AS PER PLAN 8 HOUSING	APPLIED ZONE	MINIMUM DENSITY (DWELLINGS/HA)
Neighbourhood Activity Centre (NAC)	Commercial 1 Zone	30
Integrated Development Area (IDA) and NAC Integrated Development Area (NAC IDA)	Residential Growth Zone	25
Mixed Use Integrated Development Area (MUIDA)	Mixed Use Zone	25
Conventional Residential Area (CRA) *Includes the Moderate Landslide Susceptibility Areas, and Untreated for Drainage/Moderate Landslide Susceptibility Areas	General Residential Zone	17

3.1.3 COMMUNITY FACILITIES & EDUCATION

Social infrastructure is the fabric of our community. It refers to the places and spaces that bring us together, foster social cohesion, stay active, learn new skills and access important services. Social infrastructure is essential for the health, wellbeing and economic prosperity of the community. The PSP will support one government primary school, a non-government school and an Early Years Hub.

The Early Years & Community Hub will benefit from its proximity to the CCC, NAC Precinct, open space and recreational transport links. The facilities will provide a strong civic presence in the community, reflect cultural heritage and demonstrate best practice sustainable design.

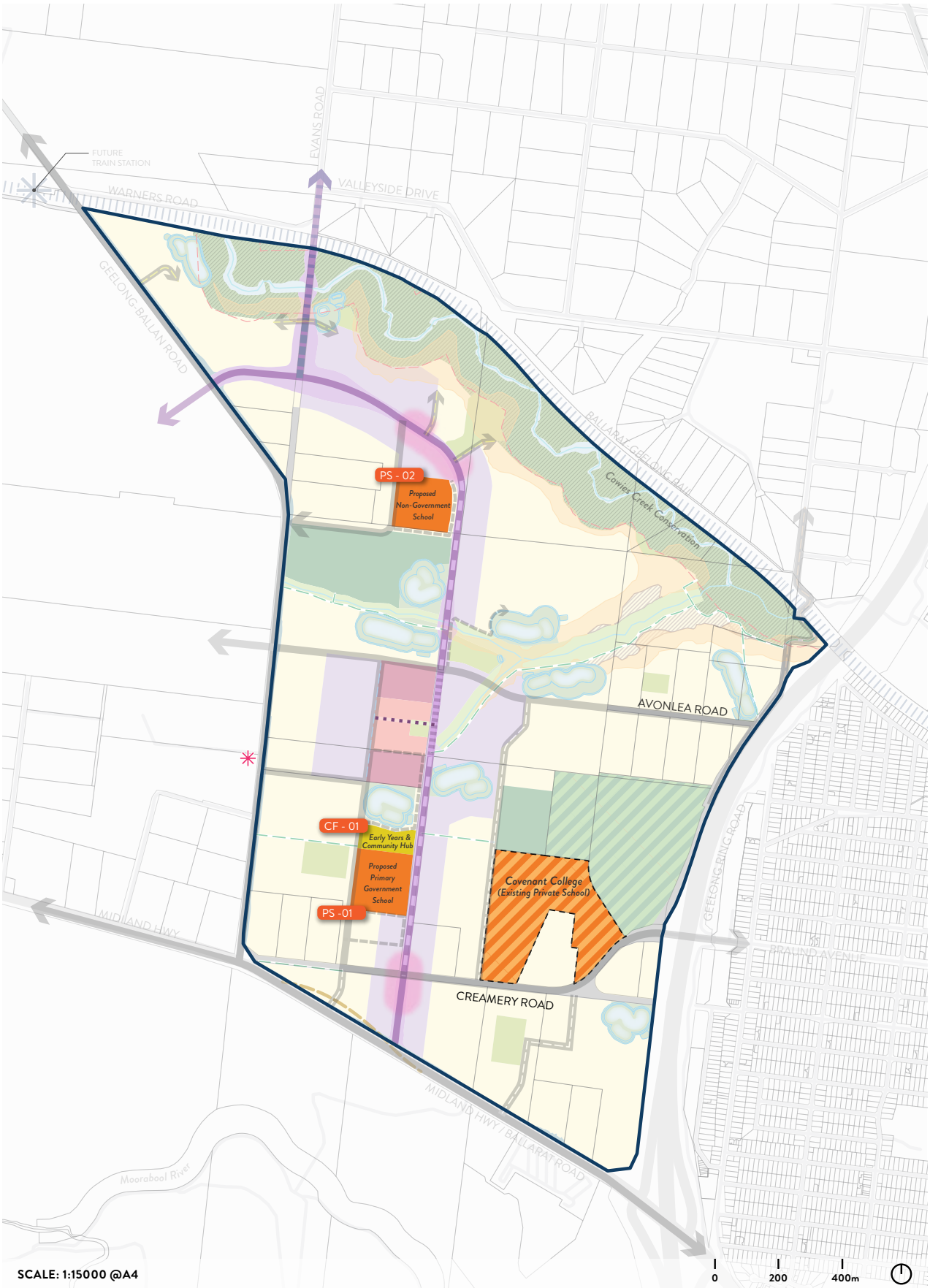
LEGEND

- Creamery Road PSP Area
- Property Parcels

COMMUNITY INFRASTRUCTURE

- Early Years & Community Hub
- School
- Existing Private School
- Recreational Transport Links
- Emergency Hub (Indicative)

P9. COMMUNITY FACILITIES & EDUCATION



3.1.3 COMMUNITY FACILITIES & EDUCATION

REQUIREMENTS

R14

The design and siting of community facilities and schools must be in accordance with; *Plan 9 Community Facilities & Education* and *Table 5 Community Facilities Delivery Guide* and respond to and address the following:

- the CCC and adjacent road network;
- *Section 3.2.1 Complete Streets* as appropriate; and
- prioritise walking and cycling access.

R15

If abutting the CCC, community facilities and schools must be designed to front (main entrance) the CCC with car parks and any vehicular entries located away from the main entry.

R16

In accordance with *Plan 9 Community Facilities & Education*, proposed school sites must have a minimum of two road frontages. At least one frontage must be a connector road to provide for student drop-off/pick up zones and on-street indented parking in addition to other street functions.

R17

Any road abutting a school or community facility must be designed in accordance with *Appendix 3 Complete Streets* and be designed to:

- Achieve slow vehicle speeds;
- Provide pedestrian and cyclist priority; and
- Have safe pedestrian crossing points.

R18

Community facilities, schools, and active (sports) reserves that are co-located must be designed concurrently to maximise sharing opportunities of car parking and other complementary infrastructure, unless otherwise agreed to by the responsible authority.

R19

Any application for subdivision or development of new community facilities and education centres must commit to the use of a best practice environmental performance rating tool, such as a Green Star Buildings rating of minimum 5 stars or more, or an equivalent rating achieved through a similar tool.

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

In the case of development, commitment to the use of relevant best practice environmental performance rating tool must be submitted to the satisfaction of the responsible authority prior to a planning permit being granted.

Prior to the commencement of works, a certificate from the relevant best practice environmental performance rating tool must be submitted to the satisfaction of the responsible authority.

R20

Any lot created for a proposed government school site must be designed and serviced to the satisfaction of the Department of Education (DoE).

GUIDELINES

G15

The design of subdivisions and development should facilitate integration of community facilities, schools and active (sports) reserves where they are co-located and promote:

- Integration with neighbouring facilities to maximise efficiencies through the sharing of car parking and other complementary infrastructure;
- Out-of-hours use, street activation and permeability; and
- Safe and convenient pedestrian and cyclist shared path access.

G16

The design of community facilities should:

- Maximise land use efficiency through multi-storey building formats and through shared (and reduced) car parking;
- Include extensive canopy tree planting, bollards and/or similar unobtrusive structures, where appropriate, as a security perimeter against vehicular threats;
- Encourage flexibility in the range of uses which can occur at the site and allow for future adaptability and shared use of spaces;
- Incorporate appropriate opportunities for:
  - Urban food production, community gardens and associated infrastructure (garden beds, vertical herb gardens, sheds, water tanks and compost)
  - Spaces for community art making, performance, rehearsal, storage and/or exhibition
- Minimise high fencing to encourage out-of-hours use; and
- Be designed to be adaptable, universally accessible, provide a sense of place and sustainable.

G17

The indicative layout of community facilities as illustrated in *Plan 9 Community Facilities & Education* may be altered to the satisfaction of relevant authorities.

The DoE should be consulted on any alterations impacting the proposed government school site.

G18

Where the responsible authority is satisfied that land shown as a potential non-government school site is unlikely to be used for a school at ultimate development of the PSP, that land may be used for an alternative purpose that is compatible with the surrounding land uses and the provisions of the applied zone to the satisfaction of the responsible authority.

Justification should be provided in accordance with the VPA's guidance note titled Development of Non- Government School Sites for an Alternative Purpose.

G19

A private childcare, education, medical or similar facility not shown on *Plan 9 Community Facilities & Education* should be located within, the NAC Precinct, MUIDA, or fronting the CCC.

T5. COMMUNITY FACILITIES DELIVERY GUIDE

	AREA (HA)	TYPE	POTENTIAL SERVICES	LOCATIONAL ATTRIBUTES
PS01	3.5	**Proposed Government Primary School**	N/A	The school is located to the south of the Early Years & Community Hub fronting the CCC. The school will service the precinct and should be co-designed with the Early Years & Community Hub.
PS02	3	**Proposed Non-Government Primary School**	N/A	The school site has three road frontages and is accessible via local streets, connector roads and the CCC. The school will service the precinct.
CF01	1.3	**Early Years & Community Hub**	The Early Years & Community Hub consists of a Multipurpose Community Centre and Early Learning Centre. The Multipurpose Community Centre allows for a neighbourhood house program, flexible community meeting spaces including community kitchen, co-working spaces and community garden. The Early Learning Centre is integrated with the Multipurpose Community Centre and provides for maternal and child health, kindergarten programs, family support services and a multipurpose space for playgroups.	This facility is located north of PS01 (a proposed government primary school) and is accessible via the CCC and a north-south connector road. This facility should be designed in conjunction with PS01.



3.1.4 ACTIVITY CENTRES

The PSP is supported by a centrally located Neighbourhood Activity Centre. The NAC Precinct, as shown on *Plan 10 Activity Centres* and *Plan 11 Neighbourhood Activity Centre (NAC) Precinct Concept Plan*, is formed by the Activity Centre, Town Square (Open Space), the NAC IDA, and IDA.

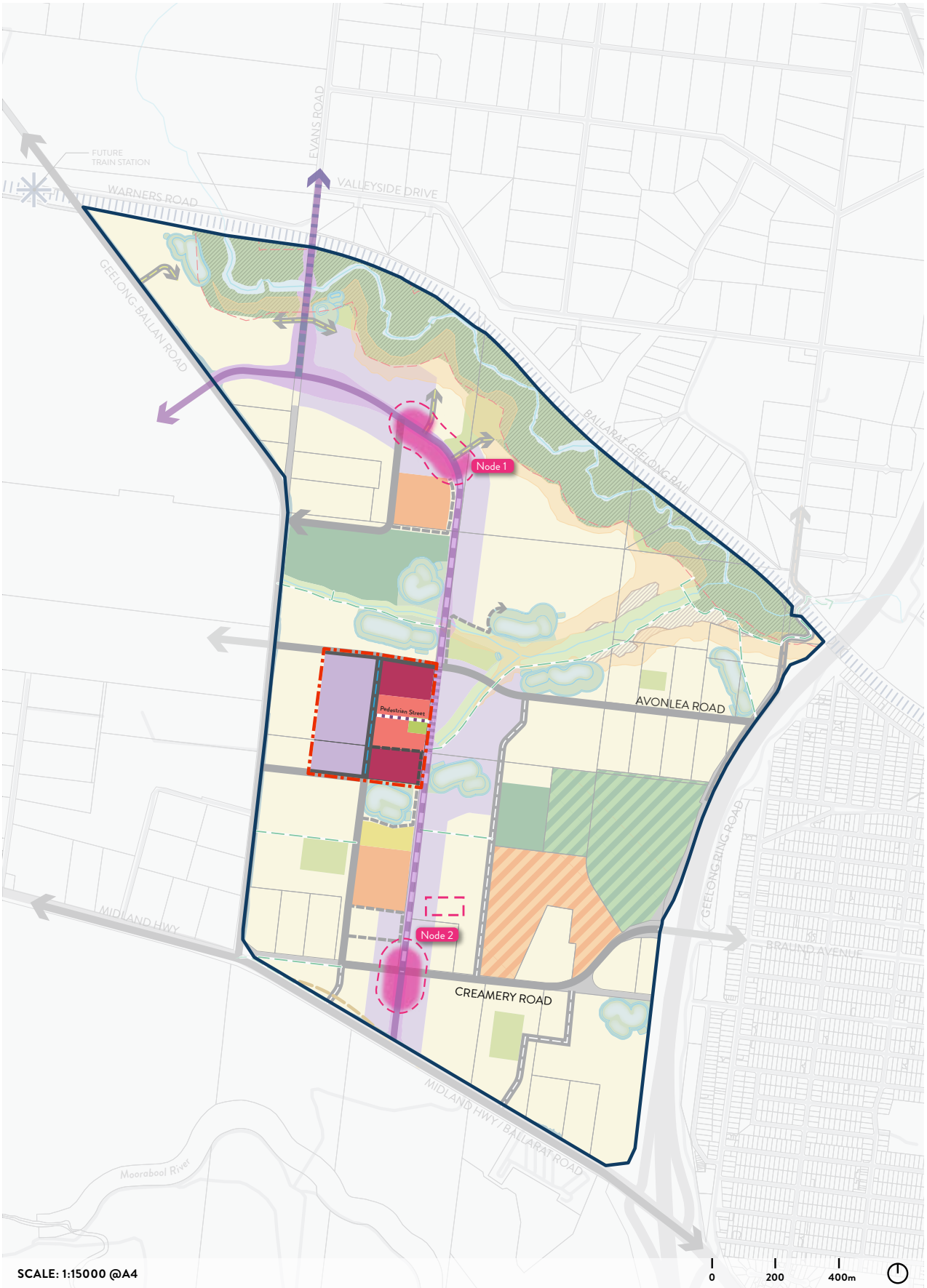
The design of the NAC Precinct will reflect and respond to the natural features of the precinct and Aboriginal cultural values and heritage. The NAC Precinct will achieve best practice ESD and support a zero operational carbon neighbourhood.

The NAC Precinct will be a vibrant activity centre that supports the emerging needs of the community and accommodates a range of retail, commercial and community focused uses, start-ups and innovative businesses as well as a diverse housing mix.

LEGEND

- Creamery Road PSP Area
- Property Parcels
- NAC Precinct (Refer to Concept Plan)
- Mixed Use Node
- Integrated Development Areas (IDA)
- Mixed Use IDA (MUIDA)
- NAC Integrated Development Areas (NAC IDA)
- Activity Centre

P10. ACTIVITY CENTRES



P11. NEIGHBOURHOOD ACTIVITY CENTRE (NAC) PRECINCT CONCEPT PLAN



LEGEND

- NAC Precinct Boundary
- Integrated Development Areas - High Residential Densities
- NAC Integrated Development Areas - High Residential Densities within the NAC
- Anchor Retail
- Ground Floor Retail/Offices Upper Levels Residential (2 or More Storeys)
- Ground Floor Retail/Offices Upper Levels Complimentary Uses
- Clever & Creative Corridor (20m Activity Centre Cross-Section)
- Clever & Creative Corridor (21.6m Variation Cross-Section)
- Local Access Street (Level 1)
- Local Access Street (Level 2)
- Connector Road (Modified)
- Key Transit Stop
- Potential Transit Stop
- Indicative Minor Road
- Indicative Servicing Access Loop
- Recreational Transport Links
- Key Pedestrian Street
- Key Cycle Parking Area
- Pedestrian Priority Treatment
- Landmark Building Architecture
- Key Landscape Design Feature
- Trees to be Retained
- Primary Activated Interface
- Indicative Landscape Screening
- Town Square
- Pedestrian Areas
- Indicative Car Parking
- Property Boundaries

3.1.4 ACTIVITY CENTRES

REQUIREMENTS

R21

Prior to the issue of a planning permit for the subdivision or development of land within the NAC Precinct (as shown on *Plan 10 Activity Centres* and *Plan 11 Neighbourhood Activity Centre Precinct*), an Urban Design Framework (UDF) plan for the entire NAC Precinct must be submitted to and approved by the responsible authority.

Once approved, the UDF plan will guide future land use and development in the NAC Precinct.

R22

The UDF plan must:

Demonstrate how the vision and design intent in *Appendix 5 - Table 23 Neighbourhood Activity Centre (NAC) Design Principles* will be achieved. Design elements may be altered:

- Address and respond to *Appendix 5 - Table 23 Neighbourhood Activity Centre (NAC) Design Principles* and the precinct vision and objectives;
- Be generally in accordance with *Plan 11 Neighbourhood Activity Centre Precinct Concept Plan;*
- Address and respond to all other relevant requirements and guidelines in the PSP pertaining to the different land uses in the NAC Precinct such as housing, open space and community facilities and *Section 3.2.1 Complete Streets*, *Section 3.6.1 Urban Greening* and *Section 3.8 Delivery*;
- Demonstrate how the design of the NAC Precinct:
  - Achieves a main street environment along the length of the CCC and the key pedestrian street abutting the NAC Precinct.
  - Delivers a civic focussed town square.
  - Integrates and connects different uses intended in the NAC Precinct.
  - Allows for the long-term evolution and growth of the NAC Precinct to meet the changing demands of the market and uses such as small local enterprises.
- Set out clear and specific strategies, actions and guidelines for the development of the NAC Precinct that may be used as an assessment tool for future development applications within the precinct, including built form massing and architectural guidelines, and a landscape and public realm master plan;
- Determine appropriate areas for high and medium density housing within the NAC Precinct and demonstrate how minimum dwelling densities will be achieved;
- Include a staging and implementation plan;
- Outline provisions for car parking including principles and requirements on the location and design of parking areas (including location of EVCPs), minimising off-street car parking, reducing and concealing the footprint of any on-grade car parking areas, and maximising shared and consolidated car parking opportunities;
- Set out arrangements for the provision of service areas for delivery and waste disposal, including access for larger vehicles and measures to minimise the impact on adjoining neighbourhoods, and enable the safety of pedestrians and vehicle users; and
- Address the relevant sections of the City's Positive Ageing Strategy;

all to the satisfaction of the responsible authority.

R23

Subdivision and development within the NAC Precinct must respond to and address the approved NAC UDF plan.

R24

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

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

In the case of development, commitment to the use of relevant best practice environmental performance rating tool must be submitted to the satisfaction of the responsible authority prior to a planning permit being granted.

A certificate from the relevant best practice environmental performance rating tool must be submitted to the satisfaction of the responsible authority prior to the commencement of works.

3.1.4 ACTIVITY CENTRES

GUIDELINES

G20

Higher density residential development within the NAC Integrated Development, as shown on *Plan 11 Neighbourhood Activity Centre Precinct Concept Plan*, should provide a seamless transition between the activity centre and the surrounding residential neighbourhood and:

- Be constructed to a minimum of two storeys.
- Provide vehicular access from the rear only.
- Encourage the inclusion of verandahs and balconies to the street frontage.

G21

Buildings within the activity centre of the NAC Precinct should have a minimum of two storey, in accordance with the *Plan 11 Neighbourhood Activity Centre Precinct Concept Plan*.

G22

The NAC should provide the allocated floor areas in the designated locations, in accordance with *Table 6 Neighbourhood Activity Centre.*

G23

Retail and commercial floorspace may be increased as part of permit applications for subdivision and development within the NAC Precinct, where the following criteria are met and supported through an economic assessment completed by a suitably qualified person:

- The increased floorspace must not impact the role and function of existing centres in the City's retail hierarchy (as per Clause 17.02 of the Greater Geelong Planning Scheme) and the viability of existing/planned activity centres across Northern and Western Geelong Growth Area;
- The increased floorspace must not impede on the ability to create walkable 20-minute neighbourhoods across the PSP;
- The increased floorspace is required to support changing economic trends and needs of the community;
- The development incorporates housing, such as apartments, shop top/multi storey housing and high-quality town houses, particularly if the increased floor area is requested in an area primarily designated for residential use;
- The additional floor space should be in the NAC, IDA or MUIDA.
- The design provides additional quality built form and development outcomes and/or other community or ESD benefits; and
- The minimum dwelling density per hectare will still be achieved,

all to the satisfaction of the responsible authority.

G24

Subdivision layouts should provide for a range of lot configurations to cater for various land uses, including but not limited to small local enterprises.

G25

Retail and commercial development should be prioritised in the NAC,MUIDA and NAC IDA in this order of preference.

T6. NEIGHBOURHOOD ACTIVITY CENTRE

LAND USE	RETAIL FLOOR SPACE	COMMERCIAL FLOOR SPACE	LOCATION AND ANCILLARY USES
NAC	**5,625 sqm**	**1,875 sqm**	Located centrally within the NAC Precinct, fronting the CCC and co-located with the NAC IDA and district community park. Provides for a full line supermarket and specialty retail shops. Other uses such as offices, shared spaces, and medical uses are encouraged to support a vibrant centre. Large format retail uses are discouraged.
MUIDA	**2,625 sqm (including shop)**	**875 sqm**	Located along the CCC within the applied Mixed Use Zones. Retail and commercial uses are encouraged on the ground floor level, below residential uses. Full line supermarkets and large format retail uses are discouraged.

T7. ANTICIPATED EMPLOYMENT CREATION IN THE PRECINCT

JOBS IN NAC	WORK FROM HOME	SOCIAL INFRASTRUCTURE	TOTAL
479	196	195	**870**

3.2 STREETS & PUBLIC REALM

3.2.1 Complete Streets 70
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3.2.1.2 Cycling 76
3.2.1.3 Parking 78

3.2.2 Open Space Systems 80



3.2.1 COMPLETE STREETS

The PSP proposes a suite of street types, named 'Complete Streets', which are designed to support a street network that accommodates canopy trees and water sensitive urban design, provides a human scale experience, and prioritises walking and cycling.

The PSP is consistent with the Department of Transport and Planning's Movement and Place Framework which provides guidance for planning quality outcomes that achieve efficient movement and balance competing travel modes. Streets are more than movement corridors but can also be used as a place for people to dwell, stay, linger, shop and play. The PSP is consistent with Clause 18 Transport within the Planning Policy Framework in the Greater Geelong Planning Scheme.

LEGEND

- Creamery Road PSP Area
- Property Parcel

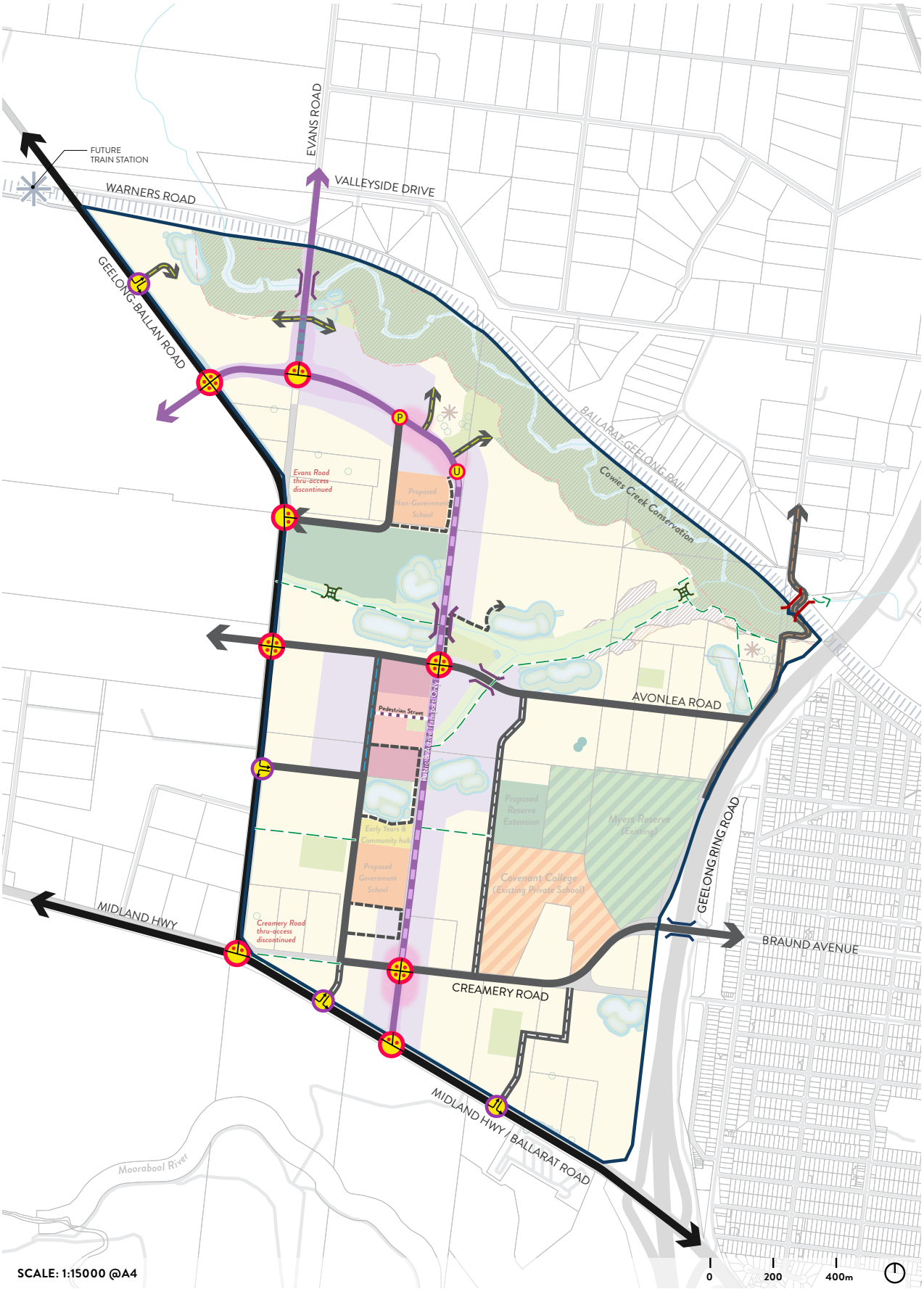
CLEVER & CREATIVE CORRIDOR

- Standard (34m) - Vehicles can only turn left-in/left-out outside of a signalised location or alike.
- Activity Centre (20m)
- Variation (21.6m)
- Evans Road North (20m)
- Evans Road South (20m)

MOVEMENT NETWORK

- Recreational Transport Links
- Pedestrian Street
- Existing Road
- Arterial Road
- Connector Road
- Connector Road (Modified)
- Local Access Street (Level 1)
- Local Access Street (Level 2)
- Conservation Interface Street
- Bluestone Bridge Road
- Signalised Intersection (3 or 4 legs)
- Left In - Left Out
- P-Turn
- U-Turn
- Potential Future Railway Station
- Railway Corridor
- Existing Bridge (Active Travel Upgrade)
- Existing Road Under Bridge (Active Travel Upgrade)
- Indicative Culverts
- Indicative Culvert for Recreational Transport Link

P12. STREET NETWORK



3.2.1 COMPLETE STREETS

REQUIREMENTS

R25

The design of subdivisions must be consistent with the movement network nominated in *Plan 12 Street Network* and must only utilise alternative street cross sections in accordance with *Appendix 3.1 - Table 18 Street Types & Attributes* and *Appendix 3.2 Street Types & Cross Sections*, to the satisfaction of the responsible authority.

R26

A minimum of two different street cross-sections which respond to *Appendix 3.1 - Table 18 Street Types & Attributes* and *Appendix 3.2 Street Types & Cross Sections*, must be utilised in a subdivision layout in response to the context and use of the land, to provide a legible and permeable street network which prioritises walking and cycling and reduces car use.

R27

The design of all subdivisions and streets must provide:

- A permeable, direct and safe street network which encourages walking and cycling particularly near schools, community facilities and activity centres; and
- Convenient access to local points of interest and destinations for effective integration with neighbouring properties.

R28

Recreational transport links (shared cycling/pedestrian paths) must be delivered in accordance with the network shown on *Plan 12 Street Network* using one or a combination of the following, to the satisfaction of the responsible authority:

- A Pedestrian Street consistent with *Appendix 3.2 Street Types & Cross Sections*;
- A minimum 3m wide shared path delivered as part of the road reserve; and/or
- An off-road 3m wide shared path.

R29

Recreational transport links (including crossings) along waterways drainage corridors and drainage assets must be:

- Located above the 1:100 year flood level, to maintain hydraulic functions of the waterway to the satisfaction of the responsible authority.
- Designed in accordance with all biodiversity approvals and have regard for protection and enhancement of habitat and fauna movement.
- Be sufficient design width to be nominated as a Road Reserve and include Services Locations.

R30

Vehicle access to lots fronting and/or abutting the CCC must be provided from a rear laneway or street.

R31

The CCC Standard (34m) must only permit vehicles to do left-in/left-out movements outside of a signalised location or alike.

R32

Vehicle access to a lot that is six metres or less in width must be provided via a rear laneway unless otherwise agreed by the responsible authority. Configuration of vehicle access to all other lots must ensure there is sufficient separation between crossovers to allow for the planting of street trees in accordance with the objectives and requirements of this PSP and the City of Greater Geelong Vehicle Crossings Code of Practice & Guidelines (2022) or as amended.

GUIDELINES

G26

Placemaking design concepts, pedestrian amenities and other embellishments are encouraged within Micro Streets and Pedestrian Streets (See *Appendix 3 Complete Streets*).

The installation of any embellishments should not infringe on the pedestrian clearway nor be to the detriment of integrated water management outcomes.

G27

The frequency of vehicular crossovers on protected bike lanes and verges of connector roads should be minimised, as appropriate, through a combination of:

- Rear loaded lots with laneway access;
- Vehicular access from side streets;
- Combined or grouped crossover;
- Increased lot widths; and/or
- Consolidated parking areas separate to dwellings.

G28

Consistent wayfinding signage should be utilised across the precinct and use clear visual imagery including walking time and distances to key destinations, in accordance with the guidelines outlined in *Wayfound Victoria (2020)* or as amended.

G29

Recreational transport links (shared cycling and pedestrian paths) should utilise shared paths incorporated in the design of drainage assets and road reserves, where appropriate; and avoid duplicating infrastructure.

G30

Where the Alternate CCC - Loop Road cross section is used, loop roads should be provided at alternating locations abutting the CCC, where appropriate. Loop Roads should be used to provide access to properties, via local road access only, and not to create a vehicle lane to travel along the length of the CCC.

G31

Cul-de-sacs should be avoided in the design of subdivision layouts.

When provided, cul-de-sacs should include connections to the surrounding pedestrian network by using a Pedestrian Street in accordance with *Appendix 3.2 Street Types & Cross Sections.*

3.2.1.1 PUBLIC TRANSPORT

REQUIREMENTS

R33

Any bus capable carriageway and/or street suitable for other public transport systems, as nominated in *Plan 13 Public & Active Transport*, must be constructed in accordance with the Department of Transport's Public Transport Guidelines for Land Use and Development, or as amended, to the satisfaction of the responsible authority.

R34

Streets, intersections, and transit stops must be provided in accordance with *Table 19 Intersection Requirements, Table 20 Complete Streets General Requirements* and *Table 21 Transit & Transit Stop Design Requirements* (all appendices), to prioritise the efficiency of transit services over traffic and avoid conflict between pedestrians and other road users, all to the satisfaction of the responsible authority.

GUIDELINES

G32

Wombat crossings (raised pedestrian crossings) should be located to enable safe access to key destinations e.g., schools, community facilities, the activity centre and local parks as appropriate and in accordance with *Table 19 Intersection Requirements,* to the satisfaction of the responsible authority.

G33

Transit stops should be prioritised in commuter-friendly convenient locations adjacent to key destinations, such as the activity centre, schools, community centres and local parks.

G34

Where bus stops and/or other public transport system facilities are located, they should be provided in accordance with the Department of Transport's Public Transport Guidelines for Land Use and Development to the satisfaction of the responsible authority.

LEGEND

- Creamery Road PSP Area
- Property Parcels

CLEVER & CREATIVE CORRIDOR

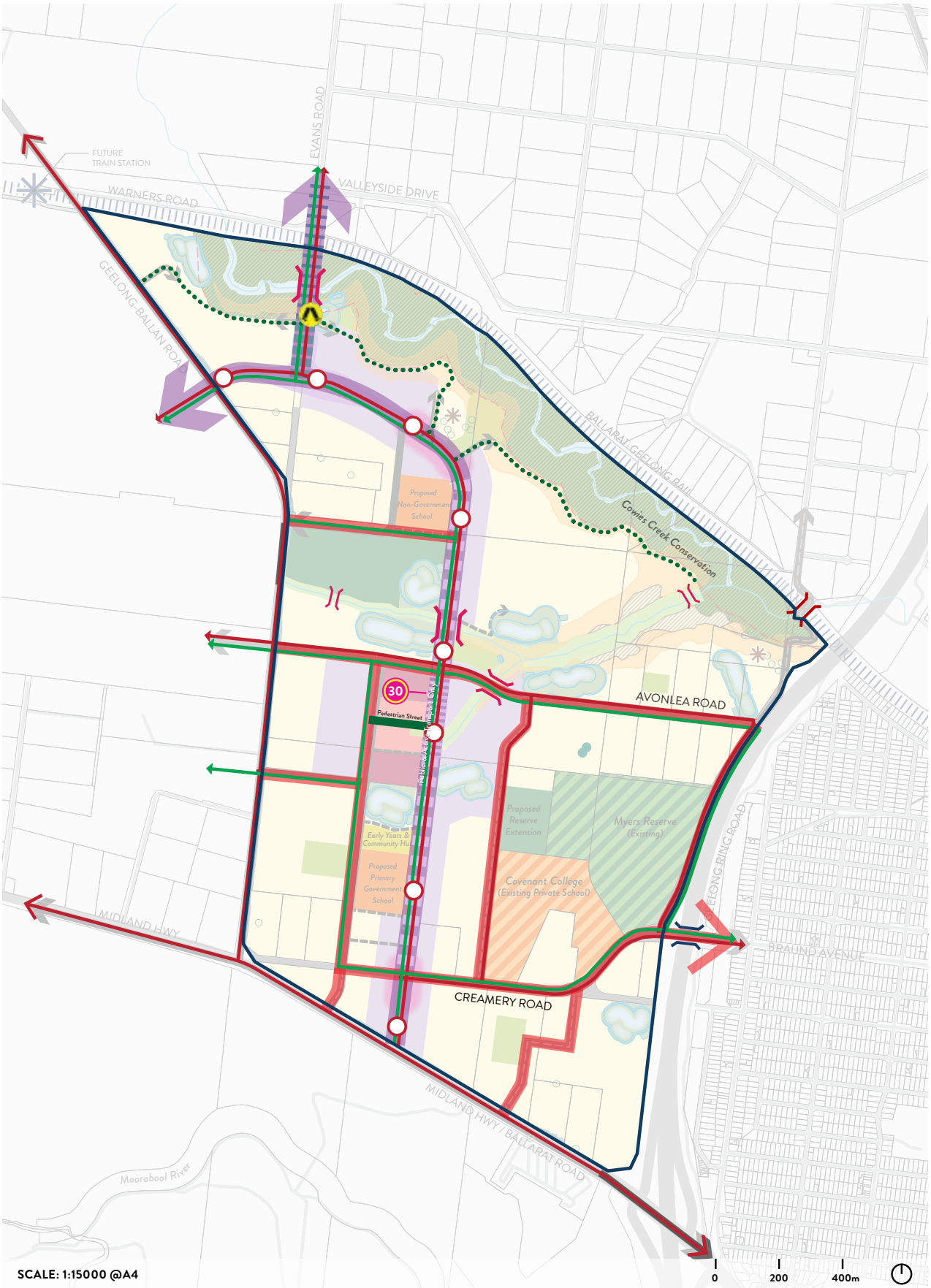
- Standard (34m) - Vehicles can only turn left-in/left-out outside of a signalised location or alike.
- Activity Centre (20m)
- Variation (21.6m)
- Evans Road North (20m)
- Evans Road South (20m)

ACTIVE & PUBLIC TRANSPORT

- Recreational Transport Links
- Indicative Recreational Transport Link (Within Road Reserve only)
- On Road Major Bicycle Path
- Public Transport Link (Bus Route)
- Indicative Public Transport Stop
- Bus Capable Street
- Pedestrian Street
- Indicative Culverts
- Existing Bridge (Active Travel Upgrade)
- Existing Road under Bridge (Active Travel Upgrade)

- Speed Limit in Activity Centre
- Potential Future Railway Station
- Railway Corridor
- Pedestrian Crossing

P13. PUBLIC & ACTIVE TRANSPORT



3.2.1.2 CYCLING

REQUIREMENTS

R35

Bicycle infrastructure must accommodate a diversity of bicycle types and sizes, including cargo bicycles and electric bicycles.

R36

Bicycle parking must be provided in accordance with *Table 8 Bicycle Parking Minimums*.

An application for use and/or development that does not provide the minimum bicycle parking requirement as per *Table 8 Bicycle Parking Minimums*, must be accompanied by a Bicycle Parking Demand Assessment.

The Bicycle Parking Demand Assessment must address the following matters, to the satisfaction of the responsible authority:

- The variation of bicycle parking demand likely to be generated by the proposed use;
- The short-stay and long-stay bicycle parking demand likely to be generated by the proposed use;
- The availability of public transport within reasonable proximity to the land;
- The anticipated bicycle ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land; and,
- The provision of public bicycle parking facilities within reasonable proximity to the land.

GUIDELINES

G35

Recreational transport links (shared pedestrian and cycling paths) in addition to those nominated in *Appendix 3 Street Complete Streets* should be lit in accordance with the City's Public Street Lighting Policy and be supported by passive surveillance.

G36

Local streets should include traffic calming measures to encourage low driving speeds, without reducing the connectivity of the street network for people walking and cycling.

G37

Visitor or shopper bicycle parking provided in accordance with *Table 8 Bicycle Parking Minimums* should be located in convenient, undercover, well-lit locations near the building entrance.

G38

Charging facilities for electric bicycles should be provided near bus stops on the CCC and other key destinations.

T8. BICYCLE PARKING MINIMUMS

LAND USE	LONG STAY BICYCLE PARKING (RESIDENTS OR EMPLOYEES)	SHORT STAY BICYCLE PARKING (VISITORS)
Residential	• 1 space to a 1- and 2-bedroom dwelling • 2 spaces per 3-bedroom dwelling • 1 space per bedroom for dwellings with no car parking	2 spaces per 5 dwellings
Retail Premises (including shop)	1 space per 400sqm	1 space per 100sqm
Office	9 spaces per 800sqm	1 space per 800sqm
All other uses not listed in this table	Other uses as per rates listed in Clause 52.34 of the Greater Geelong Planning Scheme.	

3.2.1.3 PARKING

REQUIREMENTS

R37

Car parking must not:

- Dominate the building facade/street interface; and
- Create unsafe or uncomfortable places to walk or cycle.

R38

Loading areas and all other service areas must not have any interface with the CCC.

On all other streets, loading and service areas must be on the side, rear or screened to minimise views to the street.

The treatment of loading and service areas must be integrated into the building design to provide visual interest.

GUIDELINES

G39

Off-street parking provided in activity centres should be consolidated with shared facilities to promote efficiency.

G40

Car parking areas should be designed to allow passive surveillance and ensure public safety through positioning and lighting.

G41

Car parking areas should be designed to provide dedicated pedestrian routes and adequate landscaping areas to the satisfaction of the responsible authority.


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3.2.2 OPEN SPACE SYSTEMS

The open space system creates passive and structured play, recreation and sport opportunities for future neighbourhoods.

Community parks and sporting reserves are located within walking distance of residential areas, and along spines of existing encumbered land, and conservation areas.

Open spaces will support tree canopy coverage and serve as destinations in the precinct's active transport network.

Community parks and sports (active) reserves will be designed to address the needs of the future community and provide neighbourhoods with a distinct sense of place and identity.

LEGEND

- Creamery Road PSP Area
- Property Parcels
- Contours (2.5m)
- Recreational Transport Links
- Trees to be Retained
- Waterway Corridor
- Cowies Creek Conservation
- Indicative Drainage Assets

OPEN SPACE SYSTEMS

- Community Parks
- Sports (Active) Reserve
- Existing Sports (Active) Reserve

OPEN SPACE CATCHMENTS

- Community Park - 400m Catchment
- Sports (Active) Reserve - 1000m Catchment

P14. OPEN SPACE SYSTEMS



3.2.2 OPEN SPACE SYSTEMS

REQUIREMENTS

R39

All community parks, sports (active) reserves and other public open spaces must be located, designed and developed to the satisfaction of the responsible authority in accordance with the following documents:

- *Plan 14 Open Space Systems;*
- *Table 9 Open Space Delivery Guide;*
- *Appendix 4 – Table 22 Open Space Delivery Requirements* and,
- Relevant Council policy and guidelines.

R40

Where a community park as shown on *Plan 14 Open Space Systems* is located over multiple properties, the first development proponent to lodge a permit application must undertake a master plan for the entire park, to the satisfaction of the responsible authority. The proponent delivering the master plan for a local park that traverses multiple property ownerships must consult with the landowners of parcels covered by the park when preparing the plan to ensure an integrated design.

R41

Open spaces must have a road frontage to all boundaries, except where lots:

- Directly face the open space and allow for vehicular access via a rear laneway with the provision of a 4m wide paper road fronting the open space;
- Primary pedestrian access to lots is provided via a 1.8m wide pedestrian path contained within the paper road; and
- Visually permeable and low scale fencing (less than 1.2 metres high) facilitates public safety and passive surveillance.

R42

Trees in community parks and other public open spaces (including recreational transport links) must be located to provide shade and facilitate the delivery of canopy cover as required by *Section 3.6.1 Urban Greening.*

R43

For the purposes of Clause 53.01 of the Greater Geelong Planning Scheme, a Community Park, Urban Park or Town Square within the PSP is defined as Public Open Space.

All land contributed as public open space must be unencumbered and a contribution provided in accordance with *R44*.

R44

Where land is identified as a credited (unencumbered) open space, such as a community park, as shown on *Plan 14 Open Space Systems* and specified in *Table 9 Open Space Delivery Guide*, if the land is:

- Equal to 3.78% of the Net Developable Area – Residential (NDAR) of the lot, the land must be transferred to Council at no cost;
- Less than 3.78% of the NDAR of the lot, the land must be transferred to Council at no cost, and a cash contribution must be made to Council to bring the total contribution to a value of 3.78% NDAR; and
- Greater than 3.78% of the NDAR of the lot, the land must be transferred to Council at no cost to Council. Council will pay an amount to the permit applicant equivalent to the value of the land provided in excess of 3.78% NDAR, but no greater than the difference between 3.78% NDAR and the amount of land shown as a community park on *Plan 5 Future Urban Structure.*

Where a subdivision is staged, the responsible authority may agree to the release of one or more stages where the open space is in a future stage.

The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole land, and in accordance with Sections 18a and 19 of the *Subdivision Act 1988*.

R45

Where a permit applicant proposes, and the responsible authority agrees, to provide unencumbered public open space in addition to that shown on *Plan 14 Open Space Systems* and *Table 9 Open Space Delivery Guide*, the land and embellishment must be provided at the development proponent's cost. The additional unencumbered public open space shall not be included nor affect the equalisation scheme.

R46

Above ground utilities (such as electricity substations, kiosk and sewer pumps) must not be located within any community parks or sports (active) reserves.

GUIDELINES

G42

Open spaces should be designed to promote a sense of place and cater for users of all genders, ages, abilities, and cultures by providing opportunities to interact in structured and unstructured recreational activities.

T9. OPEN SPACE DELIVERY GUIDE

PARK REF	AREA (HA)	TYPE	LOCATIONAL ATTRIBUTES	DELIVERY RESPONSIBILITY
CP01	0.345 ha	Local Community Park	This park is located at the intersection of Evans Road and the conservation interface street adjacent to Cowies Creek boundary. It is serviced by the street network and recreational transport links. The park will benefit from views into the Cowies Creek valley, offer an attractive resting point for pedestrians and cyclists and serve as a passive recreation space for surrounding residents.	Development proponent
CP02	1.973 ha	Local Community Park	This park is located adjacent to the Coolangatta Homestead. It will provide passive recreation opportunities and strong views in most directions. Detailed designs should consider how the extensive views can be captured. The design of the park should integrate with the significant heritage building.	Development proponent
CP03	0.246 ha	Local Community Park	This park is located in the northern east corner, adjacent to the Cowies Creek Conservation area boundary.	Development proponent
CP04	1.122 ha	Local Community Park	This park is centrally located and is surrounded by standard residential areas. It is within walking distance to the IDA, CCC and Cowies Creek.	Development proponent
CP05	0.5 ha	Local Community Park	This park is in close proximity to the waterway drainage corridor north of Avonlea Road.	Development proponent
CP06	0.296 ha	Town Square	Located on the southern side of the Pedestrian Street and adjoining the CCC to the east is the NAC town square. This park will provide an important civic programming and community gathering function for commercial/retail users, workers and residents.	Development proponent
CP07	1.516 ha	Local Community Park	This park will predominately service the south-west of the precinct. It is located opposite the proposed government primary school surrounded by residential areas. It is connected to the precinct's recreational transport link network to connect with surrounding areas, ensuring broad accessibility.	Development proponent
CP08	1.4 ha	Local Community Park	This park will predominately service the residential area in the south-east. Located on the bend of the local access 2 street it forms the focal point of this sub-precinct.	Development proponent

PARK REF	AREA (HA)	TYPE	LOCATIONAL ATTRIBUTES	DELIVERY RESPONSIBILITY
SR01	3.25 ha	District Sports Reserve	This land will allow for the western expansion of Myers Reserve. A shared path connects to the road reserve north of Myers Reserve. It will provide district level passive components (play &/or informal recreation infrastructure) promoting activation, community usage of the sports reserve and physical activity.	City of Greater Geelong
SR02	8.923 ha	District Sports Reserve	This district reserve is located in the north-west and is bound by the CCC, a connector road, and a waterway drainage corridor. The site is connected to the precinct's active transport network with north-south and east-west links making it highly accessible. The reserve is close to the potential non-government school. It will provide district level passive components (play &/or informal recreation infrastructure) to promote activation, community usage of the sports reserve and encourage physical activity.	City of Greater Geelong

Note: Public open space contributions are a total of 10%, comprised of 6.22% active open space and 3.78% passive open space.

3.3 ENERGY & TECHNOLOGY

3.3.1 Sustainable Energy & Zero Carbon 88
3.3.2 Smart Cities 92



3.3.1 SUSTAINABLE ENERGY & ZERO CARBON

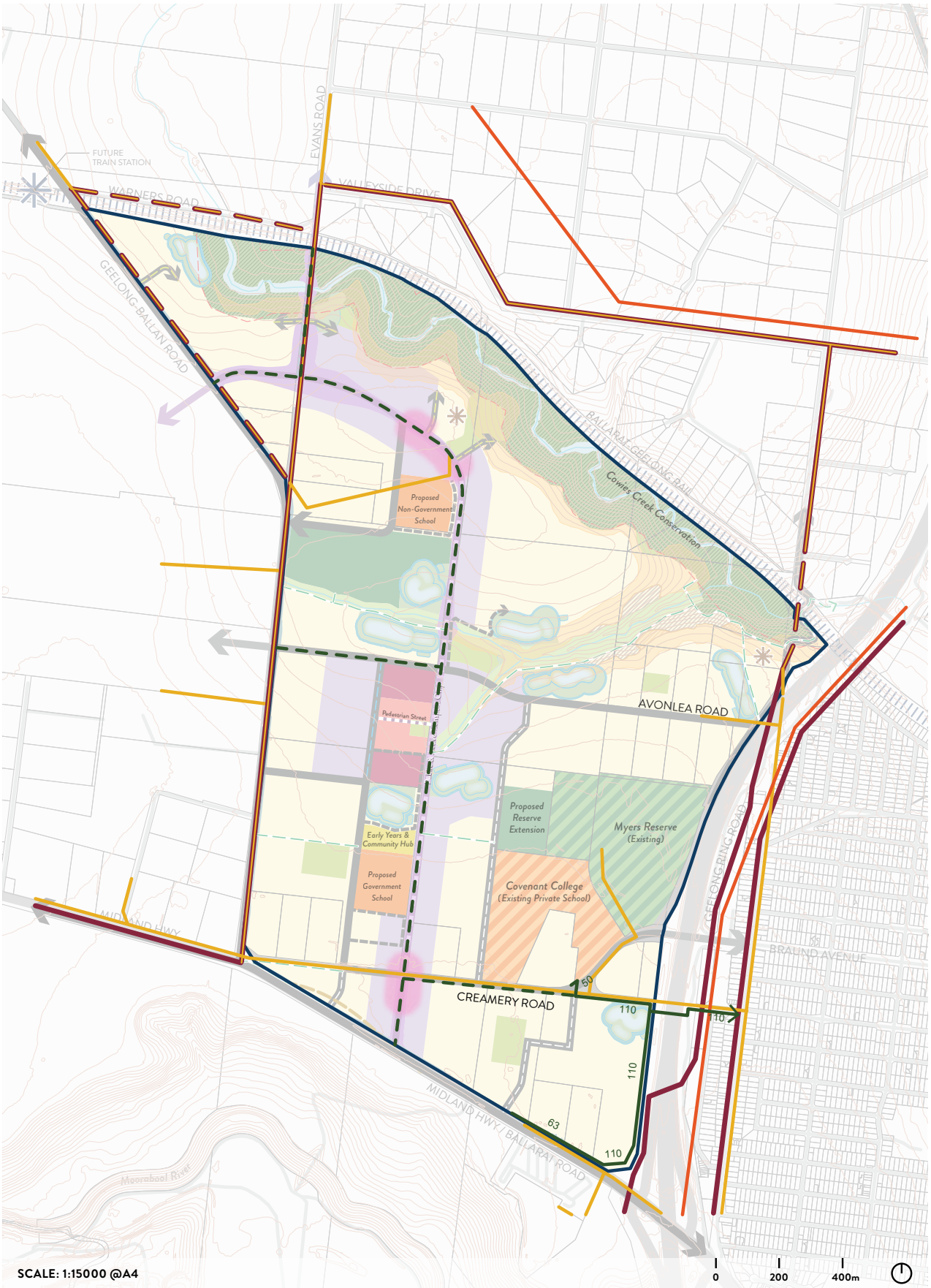
Communities in the precinct will be planned and designed to achieve a zero operational carbon footprint.

Applicants will be required to demonstrate how lot design, building design and renewable energy sources, combined with fully electric (no gas network) subdivisions, will achieve zero operational carbon neighbourhoods.

LEGEND

- Creamery Road PSP Area
- Property Parcel
- Existing AusNet Transmission Line
- Existing Powercor Distribution Feeders (22 kV)
- Existing Powercor 66 kV Overhead Feeder
- Existing Powercor 66 kV & 22kV Overhead Feeder
- Proposed Future Sub-Transmission Lines (66 kV & 22kV)
- Existing Gas Main
- Possible Trunk Gas Mains (Layout & Sizes by AusNet Services)

P15. UTILITIES, ENERGY & TECHNOLOGY



3.3.1 SUSTAINABLE ENERGY & ZERO CARBON

REQUIREMENTS

R47

The location of proposed trunk infrastructure must be in general accordance with *Plan 15 Utilities, Energy & Technology*, unless otherwise agreed by the relevant authority.

R48

An application to develop or subdivide land must be accompanied by a Zero Carbon Operational Energy Plan which addresses the following, to the satisfaction of the responsible authority:

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

R49

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

R50

Above ground utilities (such as electricity substations, kiosk and sewer pumps) must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts, all to the satisfaction of the responsible authority and relevant authorities.

R51

Prior to the issue of statement of compliance for each relevant stage of the Plan of Subdivision, a detailed Functional Layout Plan must be submitted to and endorsed by the responsible authority. The plan must show the locations of the following infrastructure, including but not limited to:

- Underground services;
- Vehicle crossovers;
- Street lights;
- Street trees (including root growth zones to achieve the relevant canopy cover and relevant passive irrigation detail);
- Future bus stops and/or other public transport facilities;
- Bicycle parking infrastructure (e.g., bicycle racks);
- Shared pedestrian and bicycle paths;
- All local traffic management items;
- Utility installations on or adjacent to public reserves; and
- Any relevant smart city infrastructure (as shown on *Plan 16 Smart Cities & Digital Connectivity* in the Creamery Road PSP) including conduit lines, branches and pits, LoRaWAN Gateways, EV charging locations and Smart Street poles.

The cross sections must also nominate above and below ground placement of services, streetlights, and trees and passive irrigation.

If detailed designs include the removal of a tree, an additional tree of similar growth capacity must be provided elsewhere in the proposal, subject to the approval of the responsible authority.

All smart city infrastructure including the handover process must be provided in accordance with the NWGGA Smart City Technical Specifications (2022) or as amended.

R52

All new electricity supply infrastructure and existing above ground electricity cables (excluding substations and cables with voltage of 66 kV or greater) must be placed underground as part of subdivision works and upgrades to existing roads.

GUIDELINES

G43

The design and placement of utilities and services should be in general accordance with *Appendix 6 - Table 24 Services Placement Guidelines* and demonstrate how the relevant requirements and guidelines from *Section 3.6.1 Urban Greening* in this PSP are met, all to the satisfaction of the relevant authorities.

G44

Above ground utilities should be located outside of key view lines and be screened.

G45

Opportunities for alternative infrastructure and utility delivery models that achieve best practice ESD and support the development of zero operational carbon neighbourhoods are encouraged.

G46

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

G47

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

3.3.2 SMART CITIES

The precinct will use smart city infrastructure to monitor and assess the precinct's sustainability performance, support and enable the adoption of smarter and cleaner technologies, and help monitor and manage local assets and services to allow for forward planning and improved decision-making.

The PSP seeks to ensure the provision of base infrastructure required for smart technologies is provided at subdivision, to ensure the cost-effective installation of smart technologies in the future. Innovative approaches to sustainable transport that support climate resilience and reduce greenhouse gas emissions will be encouraged.

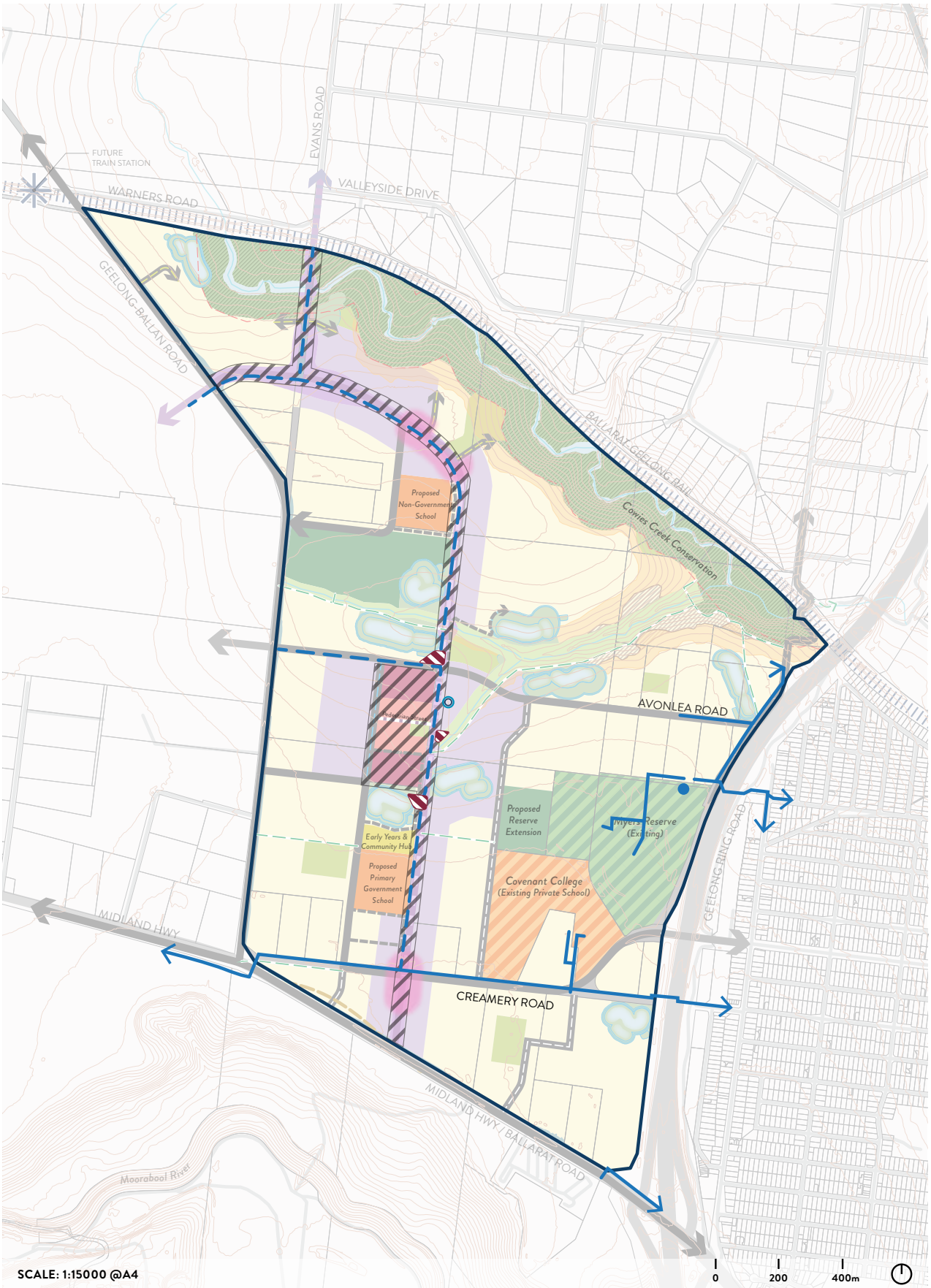
LEGEND

- Creamery Road PSP Area
- Property Parcels

SMART CITIES & DIGITAL CONNECTIVITY

- Conduits & Smart Lighting
- LoRaWAN Gateway
- Proposed Trunk Infrastructure
- Existing NBN Network
- Existing CMTS Site (Mobile Phone Tower)
- Proposed Smart Pole Locations

P16. SMART CITIES & DIGITAL CONNECTIVITY



3.3.2 SMART CITIES

REQUIREMENTS

R53

Smart city infrastructure must be provided in accordance with the NWGGA Smart City Technical Specifications (2022) or as amended, and *Plan 16 Smart Cities & Digital Connectivity.*

Smart city infrastructure must be identified on the plan of subdivision with an application, to the satisfaction of the responsible authority. This includes but is not limited to the design and placements of conduit lines, branches and pits, LoRAWAN Gateways and smart street poles as shown on *Plan 16 Smart Cities & Digital Connectivity.*

R54

Smart infrastructure (both above and below ground) as shown on *Plan 16 Smart Cities & Digital Connectivity* must passively integrate into the public realm and natural landscape.

The infrastructure must not detract from visual amenity of the public realm or inhibit convenient pedestrian and vehicular connections and accessibility.

Infrastructure must be designed in a way that its maintenance does not impact pedestrian or vehicular traffic or other infrastructure.

R55

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

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

GUIDELINES

G48

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

G49

Smart street and path lights should include sensors which allow lights to change in the event of cloud cover or other cause of darkness and be powered by renewable energy sources such as solar PV.

G50

Smart furniture assets, including but not limited to smart bins, drinking fountains, benches and barbeques are encouraged in the NAC Precinct, high-use thoroughfares and open spaces where appropriate.

G51

Road design, line markings, traffic signs and other road infrastructure should, where practical meet best practice standards for autonomous vehicles including shuttle services, in accordance with the NWGGA Smart City Technical Specifications (2022) or as amended.

G52

Variations in pavements and landscaping should use contrasting patterns to assist vision impaired persons to easily navigate the area, aid computer machine vision, and provide future opportunity for robots, and autonomous vehicles to easily navigate the area.

G53

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

G54

In or above ground parking sensors should be provided for on-street parking bays to generate usage pattern data. Any agreements dependent on the asset entered should be to the satisfaction of the responsible authority and transferrable as part of the handover process.

G55

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

3.4 BIODIVERSITY & THREATENED SPECIES

The PSP will protect and enhance habitat values of the Cowies Creek Conservation Area including the Growling Grass Frog (Litoria raniformis), listed as Vulnerable under the EPBC Act, Adamson's Blown-grass (Lachnagrostis adamsonii), listed as endangered under the EPBC Act, and the Ecological Vegetation Classes Creekline Grassy Woodland and Plains Grassland present in the conservation area. The PSP also includes areas of Plains Grassland EVC.

The conservation area will be managed for the primary purpose of improving biodiversity values but also serve as a place of learning and cultural awareness.

All native vegetation within the precinct, including the native vegetation within the Cowies Creek Conservation Area will be retained or permitted for removal through the Creamery Road NVPP.

LEGEND

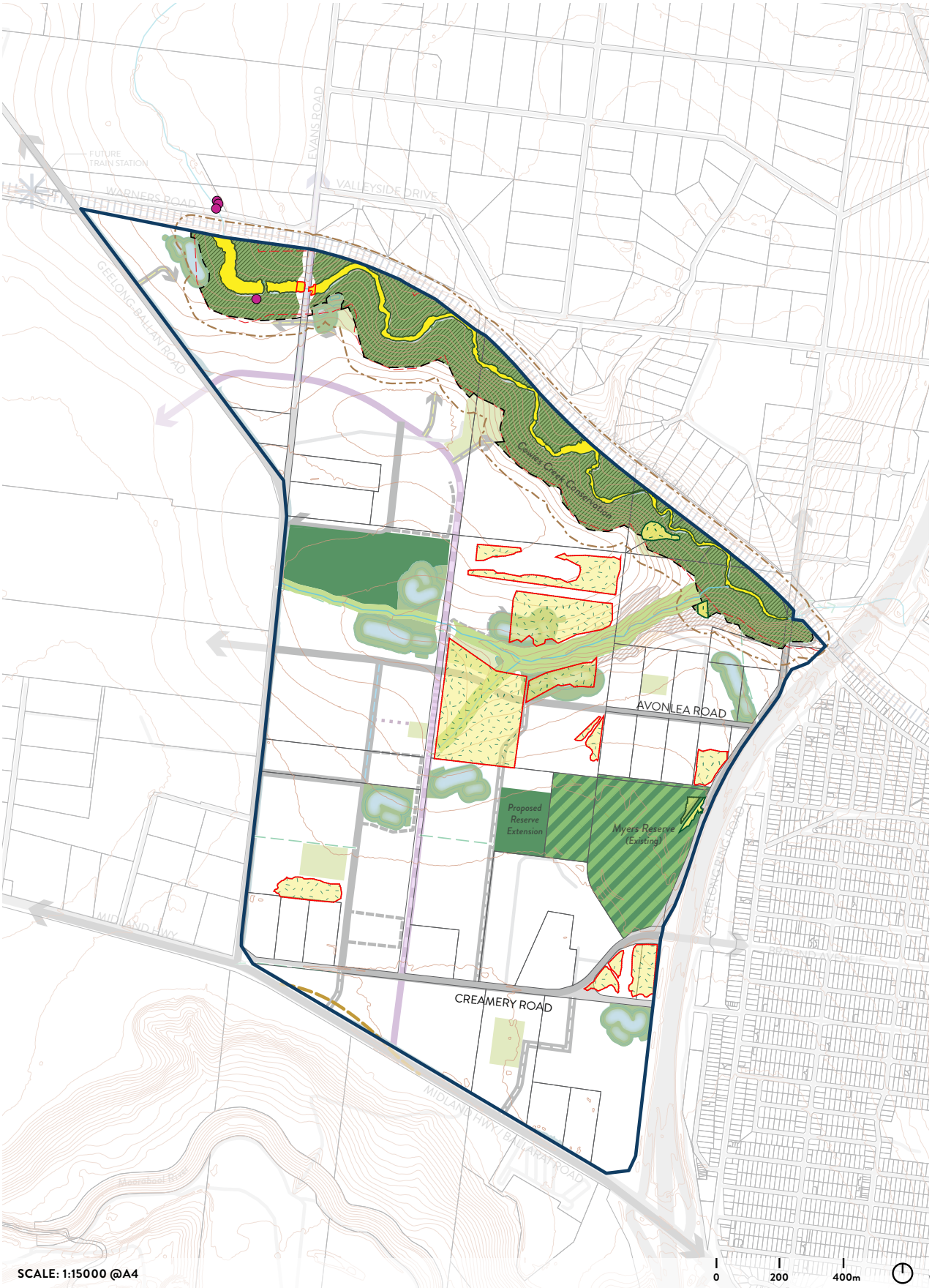
- Creamery Road PSP Area
- Property Boundary
- Contours
- Community Parks
- Sports (Active) Reserve
- Existing Sports (Active) Reserve
- Waterway Corridor
- Indicative Drainage Asset
- Cowies Creek Conservation
- Cowies Creek Masterplan Extent
- 100m Buffer to Cowie's Creek
- 50m Cowies Creek Masterplan Buffer (Triggers Construction Environment Management Plan)
- Native Vegetation with Critical Retention values. To be Retained and Managed in Accordance with Creamery Road NVPP
- Native Vegetation that may be removed to be managed in Accordance with Creamery Road NVPP

ECOLOGICAL VEGETATION CLASS

- Plains Grassland
- Creekline Grassy Woodland
- Adamson's Blown-Grass

Note: Native vegetation requirements are specified at Clause 52.17 and its schedule in the planning scheme. This plan must be read in conjunction with those provisions.

P17. BIODIVERSITY & THREATENED SPECIES



3.4 BIODIVERSITY & THREATENED SPECIES

REQUIREMENTS

R56

The Cowies Creek Conservation Masterplan Area as shown in *Plan 17 Biodiversity & Threatened Species* and identified in *Table 10 Conservation Area Attributes* must be created and managed in accordance with the following documents:

- Part 10 Approvals under the EPBC Act 1999;
- NWGGA Biodiversity Conservation Strategy;
- Creamery Road Native Vegetation Precinct Plan (June 2024) or as amended;
- Cowies Creek Landscape Masterplan (June 2024) or as amended; and
- Cowies Creek Growling Grass Frog Conservation Management Plan (June 2024) or as amended.

R57

Applications for development and/or subdivision land within the Cowies Creek Masterplan Area as shown on *Plan 17 Biodiversity & Threatened Species* must have regard to the Cowies Creek Landscape Masterplan (June 2024) or as amended.

R58

Works including earthworks, paths, in-stream pools, ephemeral soaks and street furniture within the Cowies Creek Masterplan Area as shown in *Plan 17 Biodiversity & Threatened Species* must be generally in accordance with *Plan 18 Cowies Creek Landscape Plan* and have regard to the Cowies Creek Growling Grass Frog Conservation Management Plan, to the satisfaction of the responsible authority.

R59

Public lighting must be designed and baffled to prevent light spill and glare within and adjacent to the Cowies Creek Masterplan Area, unless otherwise agreed in writing by the responsible authority.

R60

A Construction Environmental Management Plan (CEMP) must be approved, to the satisfaction of the responsible authority, prior to the commencement of any subdivision, buildings or works on or within any sub catchment draining into the Cowies Creek Conservation Masterplan Area as shown in *Plan 17 Biodiversity & Threatened Species.*

The CEMP must be prepared by a suitably qualified professional to the satisfaction of the responsible authority and must:

- Address site specific risk, and any current EPA guidance, standards, General Environmental Duty, biodiversity approvals and any other relevant guideline or requirement in this PSP.
- Demonstrate how the conservation area will be protected during works.
- Be generally consistent with the Western Geelong Growth Area Cowies Creek Conservation Area Growling Grass Frog Conservation Management Plan (Biosis, June 2024) and DELWP requirements for Construction Environmental Management Plans under the Melbourne Strategic Assessment (November 2020), or any future revision or superseding document.

R61

All infrastructure, including additional drainage assets, and all utility services must be located outside of the Cowies Creek Conservation Area unless otherwise shown on *Plan 17 Biodiversity & Threatened Species* and the Cowies Creek Landscape Masterplan, or agreed to by the responsible authority.

R62

Infrastructure located within the Cowies Creek Masterplan Area must be designed and located in accordance with the Cowies Creek Landscape Masterplan and the Cowies Creek Conservation Management Plan, unless approved in writing by the responsible authority.

R63

Community parks, waterway corridors, utilities easements and other public open spaces, including encumbered open spaces must be designed to:

- Limit impact on biodiversity values and protect the conservation area from unplanned entry;
- Provide flexible recreational opportunities;
- Integrate with the design of the conservation area to provide improved opportunities for recreation and learning; and
- Respond to and acknowledge Aboriginal cultural values as appropriate,

all to the satisfaction of the responsible authority.

R64

At least six months prior to the commencement of works on land adjacent to the Cowies Creek Conservation area, wetlands for the Growling Grass Frog must be constructed as per the habitat creation recommendations in the WGGA Cowies Creek Conservation Area, Growling Grass Frog Conservation Management Plan, unless otherwise approved in writing by the responsible authority.

GUIDELINES

G56

Vegetation should be retained and protected where possible to provide habitat and movement corridors for local fauna and contribute to the character and amenity of the precinct.

G57

Community access to the Cowies Creek conservation area should be sensitively designed to protect the primary conservation and landscape values of the area.

G58

Landscaping and embellishment of public open spaces should contribute to habitat for fauna.

T10. CONSERVATION AREA ATTRIBUTES

AREA (HA)	TYPE	ATTRIBUTES	DELIVERY RESPONSIBILITY
41.295	Local Conservation Reserve	The landscape character consists of a narrow waterway that weaves through rolling grassed hills. There are limited trees within the creek corridor, its vegetation mostly consists of low grasses and reed species. The primary function of the land is to serve as a conservation area for the Growling Grass Frog, listed as Vulnerable under the EPBC Act 1999 and local biodiversity. Conservation will be separated from any development by a combination of edge roads, local parks, recreational transport links and drainage assets.	City of Greater Geelong Council together with the development proponent

P18. COWIES CREEK LANDSCAPE PLAN



GROWLING GRASS FROG HABITAT MANAGEMENT AND IMPROVEMENT PRINCIPLES AND ACTIONS

1. Maintain a buffer of at least 100 metres around Cowies Creek to protect GGF habitat.
2. Any revegetation of Cowies Creek bed, banks and adjacent riparian benches and terrestrial areas to be carried out in accordance with the Department of Energy, Environment and Climate Action's (DEECA) Growling Grass Frog Habitat Design Standards and the Growling Grass Frog Conservation Management Plan (GGFCMP) to encourage Growling Grass Frog foraging and dispersal.
3. Retain and strategically increase the size of existing key instream pools in accordance with the GGFCMP to enhance habitat opportunities for the Growling Grass Frog and other associated native species.
4. Assess hydraulic opportunities and constraints to install 6 GGF wetlands within the conservation area as recommended within the GGFCMP.
5. Develop and implement a strategic weed management program to control and manage high-threat weeds while protecting GGF habitat in accordance with the GGFCMP.
6. Provide areas of jumbled rock piles to waterway interfaces in accordance with DEECA's GGF Habitat Design Standards and the GGFCMP to provide areas of warmer water, basking sites and overwintering habitat.
8. Maintain open areas surrounding Cowies Creek and the proposed GGF wetlands to provide important dispersal corridors and foraging habitat. Ensure vegetation management to maintain low, grassy vegetation up to 10 centimeters high, with minimal tree and shrub cover.
9. Conduct ongoing population and habitat monitoring in accordance with the GGFCMP. Monitoring shall encompass water quality monitoring, aquatic and terrestrial vegetation monitoring, and GGF population monitoring.

GENERAL REVEGETATION PRINCIPLES

1. Typically all plant species shall be of local provenance collected from seed or cuttings from the local bio-region.
2. Plant selection and mix to be prepared in consultation with, Wadawurrung Traditional Owners Aboriginal Corporation (WTOAC), DEECA and the City of Greater Geelong.
3. Species selection and mix shall increase overall biodiversity of the site and habitat opportunities for the Growling Grass Frog and other native fauna to fulfil cultural and environmental objectives.
4. Tree species shall be placed in consideration of view lines, path locations and habitat requirements in accordance with the GGFCMP and the GGF Habitat Design Standards.
5. Any grades greater than 1:4 shall be vegetated for ease of maintenance and safety of maintenance operators.
6. Detailed planting design within the conservation reserve shall be guided by the recommendations of the GGFCMP, existing topography, aspect, patches of remnant vegetation and the requirements of the GGF Habitat Design Standards.
7. Planting and revegetation should occur primarily outside of the key active period for the Growling Grass Frog (GGF), which is between September and April. This is to minimize disturbance during critical lifecycle periods
8. Mulch shall not be used within 50m of the Cowies Creek banks
9. Where sedges and tussock forming grasses are used for revegetation within 10m of Cowies Creek banks ensure that planting density does not exceed 20 per cent cover when mature in accordance with the GGFCMP and the Growling Grass Frog Habitat Design Standard.
10. Tree planting to northern aspect of Cowies Creek shall be sensitively considered to prevent over shadowing of waterway areas. Tree cover within the designated Conservation Zone should not exceed 10 percent.
11. Shrub cover within the designated Conservation Zone should not exceed 10%.

PLAINS GRASSLAND SPECIES PLANTING LIST

SUB - SHRUBS

Botanical Name	Common name
Eutaxia microphylla	Common Eutaxia
Pimelea curviflora	Curved Rice-flower
Pimelea glauca	Smooth Rice-flower
Pimelea humilis	Common Rice-flower
Podolepis linearifolia	Basalt Podolepis
Dianella longifolia var. grandis s.l.	Glaucous Flax-lily
Senecio macrocarpus	Large-fruit Fireweed

HERBS

Botanical Name	Common name
Bulbine bulbosa	Bulbine Lily
Brachyscome dentata	Lobe-seed Daisy
Caesia calliantha	Blue Grass-lily
Calotis anthemoides	Cut-leaf Burr-daisy
Calotis scabiosifolia	Rough Burr-daisy
Calotis scapigera	Tufted Burr-daisy
Geranium retrorsum	Grassland Cranesbill
Haloragis heterophylla	Varied Raspwort
Linum marginale	Native Flax
Pelargonium rodneyanum	Magenta Stork's-bill
Plantago gaudichaudii	Narrow Plantain
Ptilotus macrocephalus	Feather Heads
Ptilotus spathulatus	Pussy Tails
Tricoryne elatior	Yellow Rush-lily
Triptilodiscus pygmaeus	Common Sunray
Veronica gracilis	Slender Speedwell
Vittadinia gracilis	Woolly New Holland Daisy
Wahlenbergia capillaris s.s.	Tufted Bluebell
Wahlenbergia luteola	Bronze Bluebell

GRAMINOIDES

Botanical Name	Common name
Arthropodium minus	Small Vanilla-lily
Arthropodium strictum	Chocolate Lily
Rytidosperma carphoides	Short Wallaby-grass
Rytidosperma eriantha	Hill Wallaby-grass
Rytidosperma geniculata	Kneed Wallaby-grass
Rytidosperma laeve	Smooth Wallaby-grass
Rytidosperma penicillatum	Slender Wallaby-grass
Rytidosperma pilosum	Velvet Wallaby-grass
Rytidosperma racemosum	Stiped Wallaby-grass
Austrostipa bigeniculata	Kneed Spear-grass
Austrostipa mollis	Supple Spear-grass
Austrostipa scabra subsp. Falcata	Rough Spear-grass
Austrostipa semibarbata	Fibrous Spear-grass
Carex breviculmis	Common Grass-sedge
Carex inversa	Knob Sedge
Deyeuxia quadriseta	Reed Bent-grass
Dianella revoluta	Black-anther Flax-lily
Lomandra micrantha	Small-flower Mat-rush
Microlaena stipoides	Weeping Grass
Poa sieberiana var. sieberiana	Grey Tussock-grass
Schoenus apogon	Common Bog-sedge

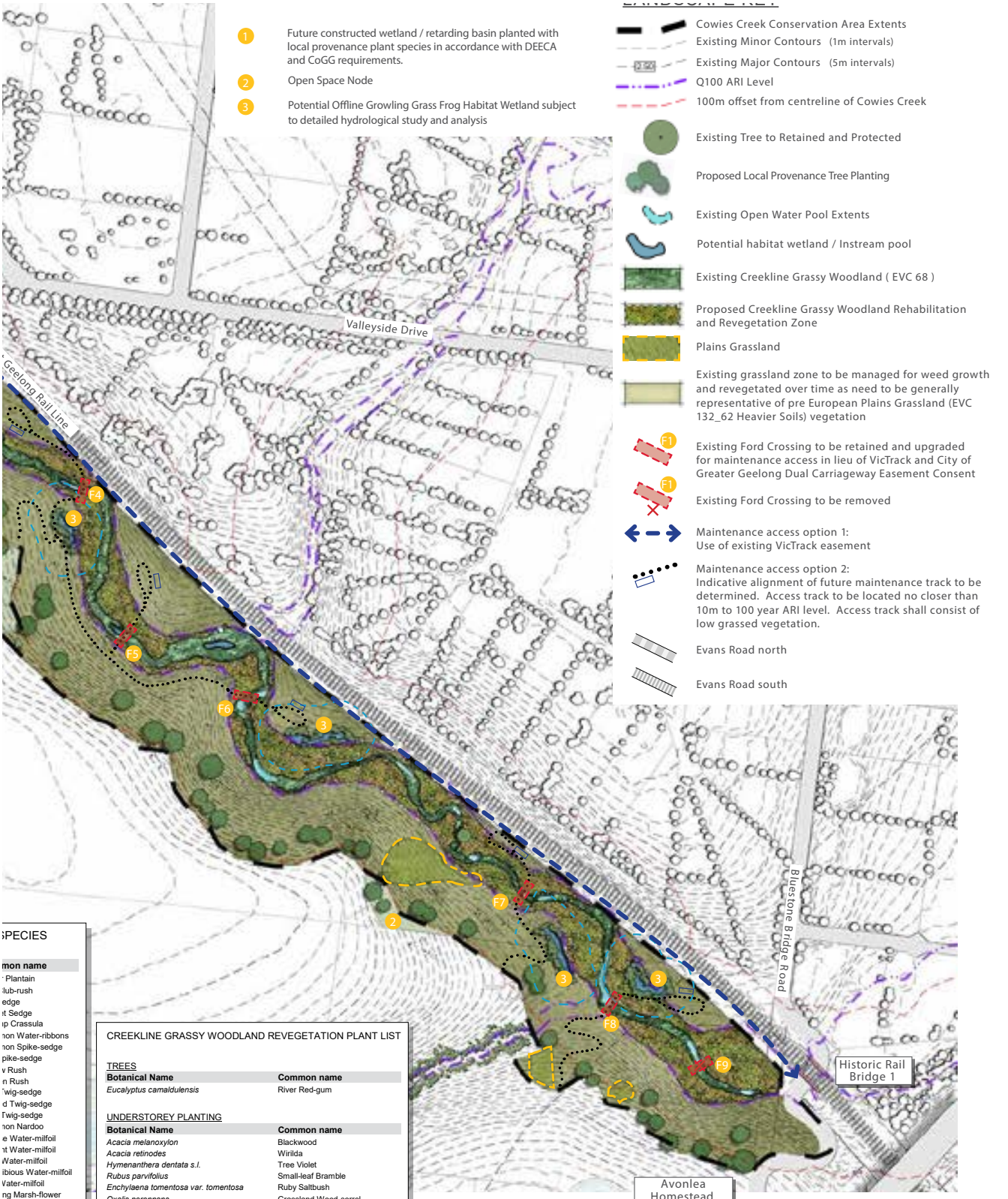
SCRAMBLERS / CLIMBERS

Botanical Name	Common name
Cullen parvum	Small Scurf-pea
Desmodium varians	Slender Tick-trefoil
Glycine tabacina	Variable Glycine

INSTREAM AND WETLAND PLANT S

AQUATIC VEGETATION SPECIES LIST

Botanical Name	Comm
Alisma plantago-aquatica	Water
Bolboschoenus caldwellii	Salt C
Carex appressa	Tall S
Carex tereticaulis	Baske
Crassula helmsii	Swam
Cycnogeton procerum	Comn
Eleocharis acuta	Comn
Eleocharis sphacelata	Tall S
Juncus amabilis	Hollow
Juncus flavidus	Golde
Machaerina arthrophylla	Fine T
Machaerina articulata	Jointe
Machaerina juncea	Bare
Marsilea drummondii	Comn
Myriophyllum caput-medusae	Coars
Myriophyllum crispatum	Upright
Myriophyllum salsugineum	Lake
Myriophyllum simulans	Amph
Myriophyllum verrucosum	Red W
Ornduffia reniformis	Runni
Ottelia ovalifolia subsp. Ovalifolia	Swam
Persicaria decipiens	Slend
Potamogeton cheesemanii	Red F
Potamogeton crispus	Curly
Potamogeton ochreatus	Blunt
Ruppia megacarpa	Large
Ruppia polycarpa	Many
Stuckenia pectinata	Fenn
Utricularia australis	Yellow
Vallisneria australis	Eel G



SPECIES

mon name
Plantain
club-rush
edge
t Sedge
ip Crassula
non Water-ribbons
non Spike-sedge
pike-sedge
v Rush
n Rush
Twig-sedge
d Twig-sedge
Twig-sedge
non Nardoo
e Water-milfoil
t Water-milfoil
Water-milfoil
ibious Water-milfoil
Water-milfoil
ng Marsh-flower
ip Lily
er Knotweed
ondweed
Pondweed
Pondweed
-fruit Tassel
-fruit Tassel
el Pondweed
w Bladderwort
rass

CREEKLINE GRASSY WOODLAND REVEGETATION PLANT LIST

TREES

Botanical Name	Common name
Eucalyptus camaldulensis	River Red-gum

UNDERSTOREY PLANTING

Botanical Name	Common name
Acacia melanoxylon	Blackwood
Acacia retinodes	Wirilda
Hymenanthera dentata s.l.	Tree Violet
Rubus parvifolius	Small-leaf Bramble
Enchylaena tomentosa var. tomentosa	Ruby Saltbush
Oxalis perennans	Grassland Wood-sorrel
Azolla filiculoides	Pacific Azolla
Lemna disperma	Common Duckweed
Austrostipa bigeniculata	Kneed Spear-grass
Poa labillardierei	Common Tussock-garss
Austrodanthonia racemosa var. racemosa	Stiped Wallaby-grass
Austrodanthonia caespitosa	Common Wallaby-grass
Microlaena stipoides var. stipoides	Weeping Grass
Glycine clandestina	Twining Glycine

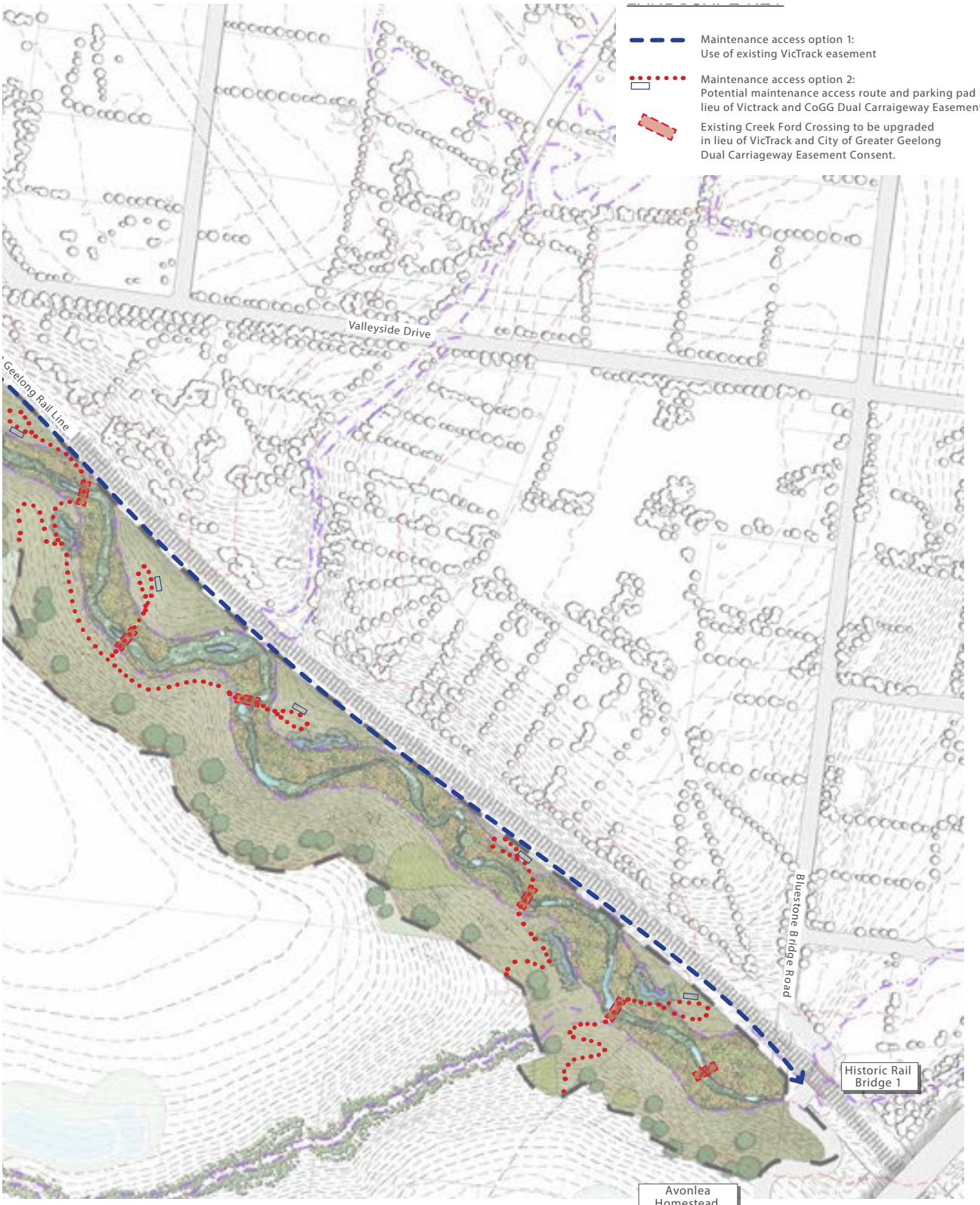
Project No: 22026
Creamery Road PSP
Cowies Creek, Geelong
Landscape Master Plan
GbLA.COM.AU

MP 28

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0 3000 9000

P18. COWIES CREEK LANDSCAPE PLAN





Project No: 22026
Creamery Road PSP
Cowies Creek, Geelong
Landscape Master Plan
GbLA.COM.AU

MP 29

1 : 3000 @ A1
1 : 6000 @ A3
0 3000 9000

3.5 INTEGRATED WATER MANAGEMENT

Integrated water management (IWM) will help create a network of enhanced and thriving natural environments and waterways that connect neighbourhoods and residents and provide access to nature.

The City and water authorities will support and work collaboratively with development proponents to achieve best practice stormwater management and water sensitive urban design which delivers highly functional amenity places.

Blue-green infrastructure, including constructed waterways, will be delivered to create high quality streetscapes and other accessible open spaces. Cowies Creek will be protected from the adverse impacts of stormwater to ensure that its overlapping hydrological, geomorphological, ecological and cultural values are protected.

The PSP seeks to provide recycled water to all dwellings and passive irrigation of street trees and open spaces. Stormwater will be captured through detention and retarding basins and protect flows to Cowies Creek and local tributaries.

Both the natural ephemeral tributary to Cowies Creek and constructed waterways will convey treated stormwater to Cowies Creek and be restored to provide habitat for native flora and fauna.

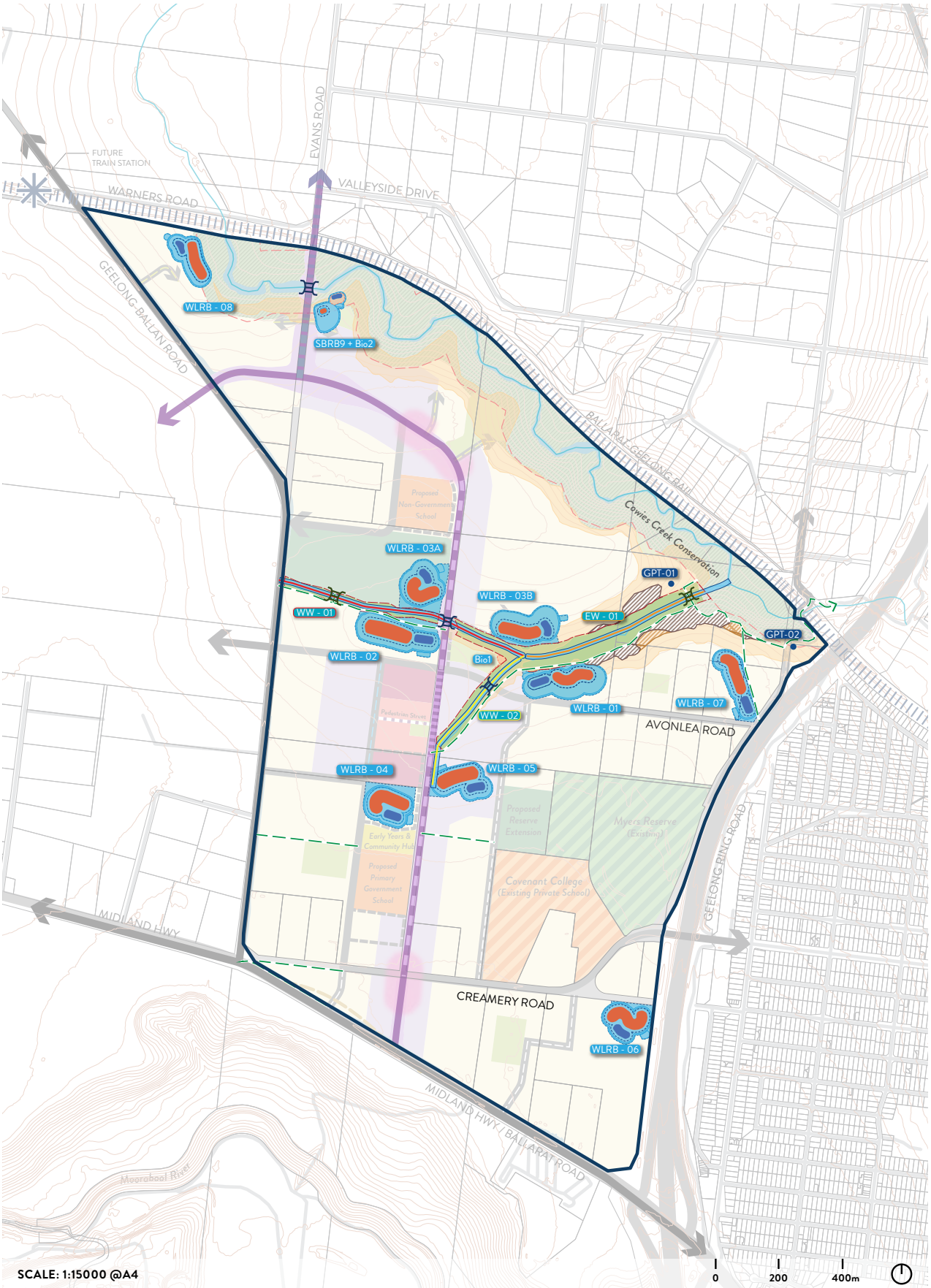
LEGEND

- Creamery Road PSP Area
- Property Parcels
- Contours (2.5M)

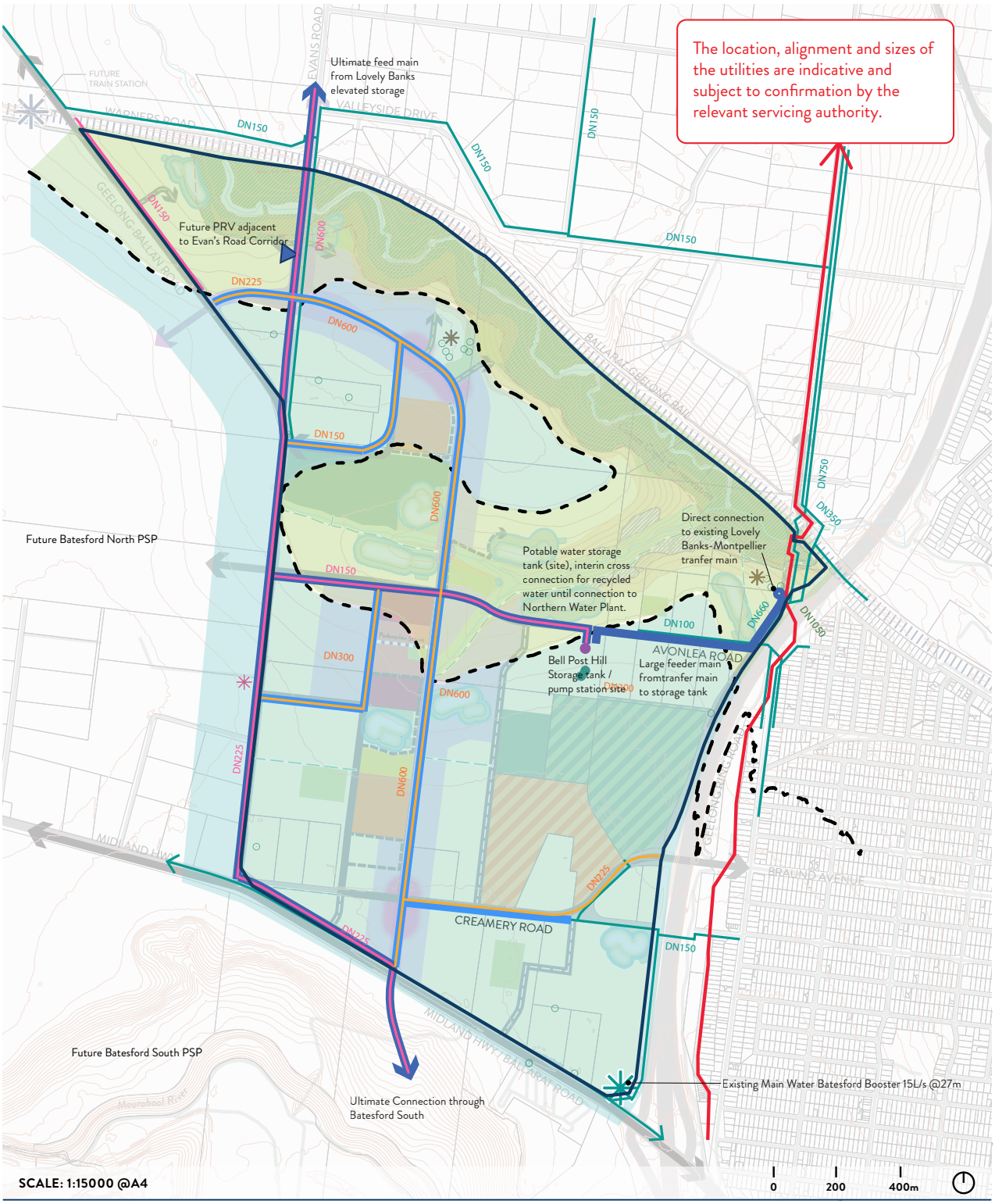
FUTURE URBAN STRUCTURE

- Waterway Corridor / Indicative Asset
- Active Open Space
- Local Open Space
- Cowies Creek Conservation
- Existing Waterway
- Culvert for Drainage
- Bridge / Culvert for Recreational Transport Link
- Wetland NWL
- Sed Basin
- Approx WLRB Footprint
- Vegetated Swale
- Waterway Corridor Reserve
- Recreational Transport Links
- Bioretention System
- Untreated for Drainage / High Landslide Susceptibility Zone
- Untreated for Drainage / Moderate Landslide Susceptibility Zone
- Gross Pollutant Trap (GPT)

P19. INTEGRATED WATER MANAGEMENT



P20. POTABLE & RECYCLED WATER INFRASTRUCTURE



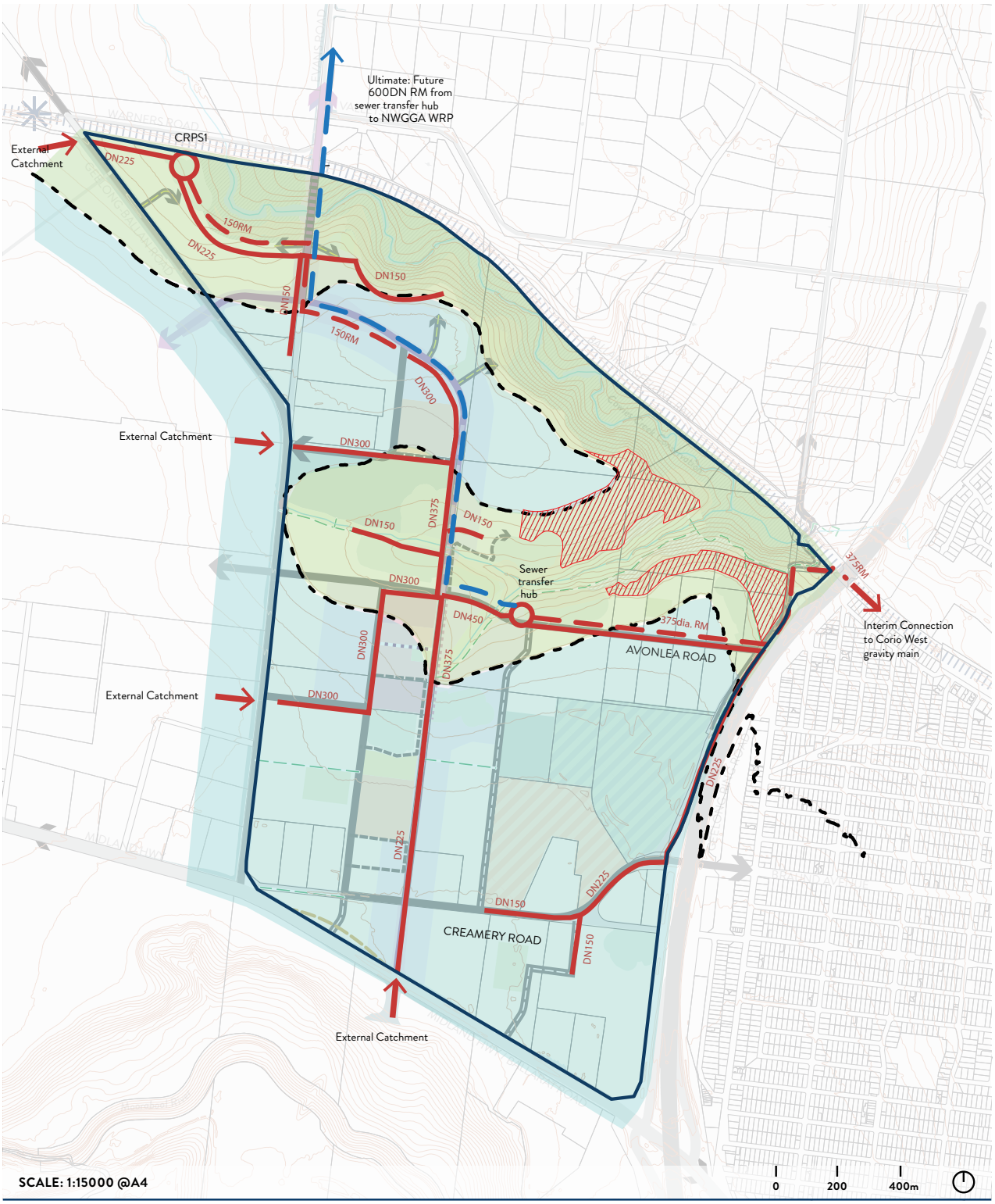
LEGEND

- Creamery Road PSP Area
- Property Parcel
- Contours (2.5m)

PORTABLE & RECYCLED WATER

- Existing Water Mains
- Lovely Banks-Montpellier Transfer Main
- Proposed Water Mains
- Proposed Secondary Water Mains
- Proposed Key Recycled Water Mains
- Proposed Secondary Recycled Water Mains
- 60m Contour
- Bell Post Hill Gravity Zone
- Bell Post Hill Pressure Boosted Zone

P21. SEWER INFRASTRUCTURE



LEGEND

- Creamery Road PSP Area
- Property Parcels
- Contours (2.5M)

SEWER INFRASTRUCTURE

- Proposed Gravity Sewer
- Proposed Rising Main Sewer
- Ultimate Rising Main
- Additional Pumped Catchments (TBC)
- 60m Contour
- Bell Post Hill Gravity Zone
- Bell Post Hill Pressure Boosted Zone

3.5. INTEGRATED WATER MANAGEMENT

REQUIREMENTS

R65

Trunk infrastructure for potable water infrastructure, sewer and recycled water infrastructure must be placed along the general alignments illustrated on *Plan 20 Potable & Recycled Water Infrastructure* and *Plan 21 Sewer Infrastructure* or as otherwise agreed to by relevant authorities.

R66

All lots must be connected to:

- a safe and reliable potable water supply and sewerage services; and
- a reticulated recycled water system to provide for the supply of recycled water from a suitable scheme for toilet flushing and garden watering.

Where a reticulated recycled water supply system is not available, a lot must be connected to a rainwater tank for toilet flushing and garden watering or an alternative grey water recycling system to the satisfaction of the responsible authority and Barwon Water.

The utilisation of rainwater tanks on individual lots is for potable conservation purposes only and is not to be used as a potential flood mitigation solution for a subdivision.

R67

Stormwater conveyance and treatment must be designed generally in accordance with the Creamery Road Development Services Scheme (DSS) and *Plan 19 Integrated Water Management* to the satisfaction of the responsible authority.

Where development staging does not provide for the delivery of ultimate infrastructure for stormwater conveyance and treatment, development proposals must demonstrate how any interim solution can adequately manage and treat stormwater and construction sediment prior to discharge from the development, and how the interim solution will not prejudice the delivery of an ultimate drainage solution, to the satisfaction of the responsible authority.

R68

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

R69

Alternative IWM responses to those presented in *Plan 19 Integrated Water Management* and the Creamery Road DSS must be to the satisfaction of the responsible authority and must demonstrate that:

- All applicable legislative and policy requirements are met;
- The staging of development as outlined in the PSP is not negatively impacted; and
- Net community benefit is demonstrated whereby the overall IWMP benefits outweigh the disbenefits.

Alternative IWM responses must:

- Reduce overall costs without compromising satisfaction of legislative and policy requirements (including State targets for quantity and quality management of stormwater);
- Increase amenity; and
- Integrate and connect with the public realm including activity centres, community infrastructure and the open space network.

Alternative IWM responses must not be placed in the Cowies Creek Conservation Area or any existing and/or proposed open space areas.

R70

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

- Demonstrate that Stormwater runoff levels and quality are maintained to pre-development hydrology standard regimes in conservation areas;

- Meet State and Federal requirements and approvals for altered flows to support the ecological values of the Cowies Creek catchment (including its existing tributaries, billabongs and ephemeral systems) and the design, location and placement of stormwater infrastructure must be consistent with the Northern and Western Growth Areas EPBC Plan and Strategic Impact Assessment;
- Demonstrate compliance with the staged delivery of ultimate drainage infrastructure in accordance with the Creamery Road DSS and include the provision, staging and timing of stormwater drainage infrastructure;
- Assess the existing surface and subsurface drainage conditions on the site;
- Nominate the location, type and surface area (m2) of proposed WSUD treatment systems, including how each internal sub-catchment area is to be treated and connected to a WSUD element, e.g. road surfaces to passively irrigate open space/street trees, and/or treated via tree pits, biofilters, wetlands;
- Include modelling of all IWM and WSUD infrastructure, including a summary of model parameters used, justification where appropriate and results, as well as a copy of all MUSIC model files (*.sqz) with corresponding MUSIC Auditor reports showing compliance to BPEM targets;
- WSUD design and MUSIC Modelling parameters are to be to City of Greater Geelong Design Note 3;
- Provide an Asset Maintenance Plan for IWM/WSUD infrastructure that includes 'as constructed' asset design components, maintenance frequency and actions required to maintain assets in good operational order for the expected life of the asset, including inspection checklists for maintenance.

  The Asset Maintenance Plan must outline:

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

R71

New surface runoff storage(s) must be designed as multi-functional assets (integrated treatment, retardation, harvested storage) to minimise asset land take or footprints and in accordance with the Creamery Road (DSS) or any flood management strategy, to the satisfaction of the responsible authority and other relevant authorities.

R72

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

R73

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

R74

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

R75

An application to develop and/or subdivide land within any areas identified as 'untreated for drainage' as shown on *Plan 19 Integrated Water Management*, must be accompanied with a drainage catchment and water quality treatment assessment as part of the stormwater strategy proposal.

R76

The waterway drainage corridors reserve for EW-01 and WW-01 (as shown on *Plan 19 Integrated Water Management*) must be ecologically rehabilitated, in accordance with local EVC characteristics with habitat features such as stags, rock or hollow logs and bushfire requirements for glassland classification.

3.5. INTEGRATED WATER MANAGEMENT

GUIDELINES

G59

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

G60

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

G61

Sewer and recycled water infrastructure should be generally in accordance with *Appendix 6 - Table 24 Service Placement Guidelines*, to the satisfaction of relevant authorities.

T11. INTEGRATED WATER MANAGEMENT ASSET SUMMARY

ASSET ID	TYPE	RESPONSIBILITY	AREA (HA)
WW01	Existing Waterway	City of Greater Geelong	4.01
WW02	Existing Waterway	City of Greater Geelong	1.57
EW01	Ephemeral Waterway	City of Greater Geelong	4.46
WLRB01	Sediment Basin with Wetland	City of Greater Geelong	2.3
WLRB02	Sediment Basin with Wetland	City of Greater Geelong	2.2
WLRB03A	Sediment Basin with Wetland	City of Greater Geelong	1.7
WLRB03B	Sediment Basin with Wetland	City of Greater Geelong	2.1
WLRB04	Sediment Basin with Wetland	City of Greater Geelong	1.6
WLRB05	Sediment Basin with Wetland	City of Greater Geelong	1.8
WLRB06	Sediment Basin with Wetland	City of Greater Geelong	1.5
WLRB07	Sediment Basin with Wetland	City of Greater Geelong	1.6
WLRB08	Sediment Basin with Wetland	City of Greater Geelong	1.4
SBRB9 + Bio2	Sediment Basin with Bioretention System	City of Greater Geelong	0.9

3.6 CLIMATE RESILIENT COMMUNITIES

The PSP considers present and future risks presented by climate change and recognises the need to reduce exposure and vulnerability to climate related extreme weather events such as heatwaves, drought, bushfires and flooding.

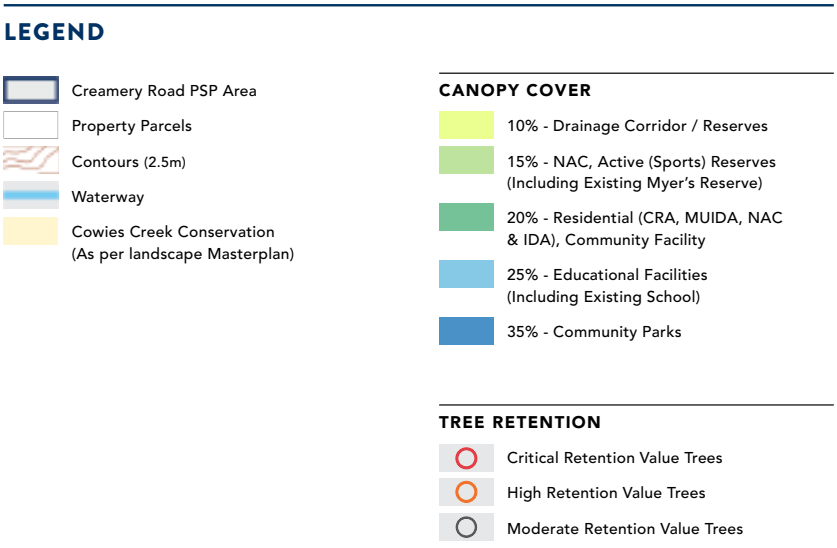
The PSP includes a range of measures to embed community resilience and enable climate responsive outcomes.

3.6.1	Urban Greening	114
3.6.2	Bushfire Resilience	120

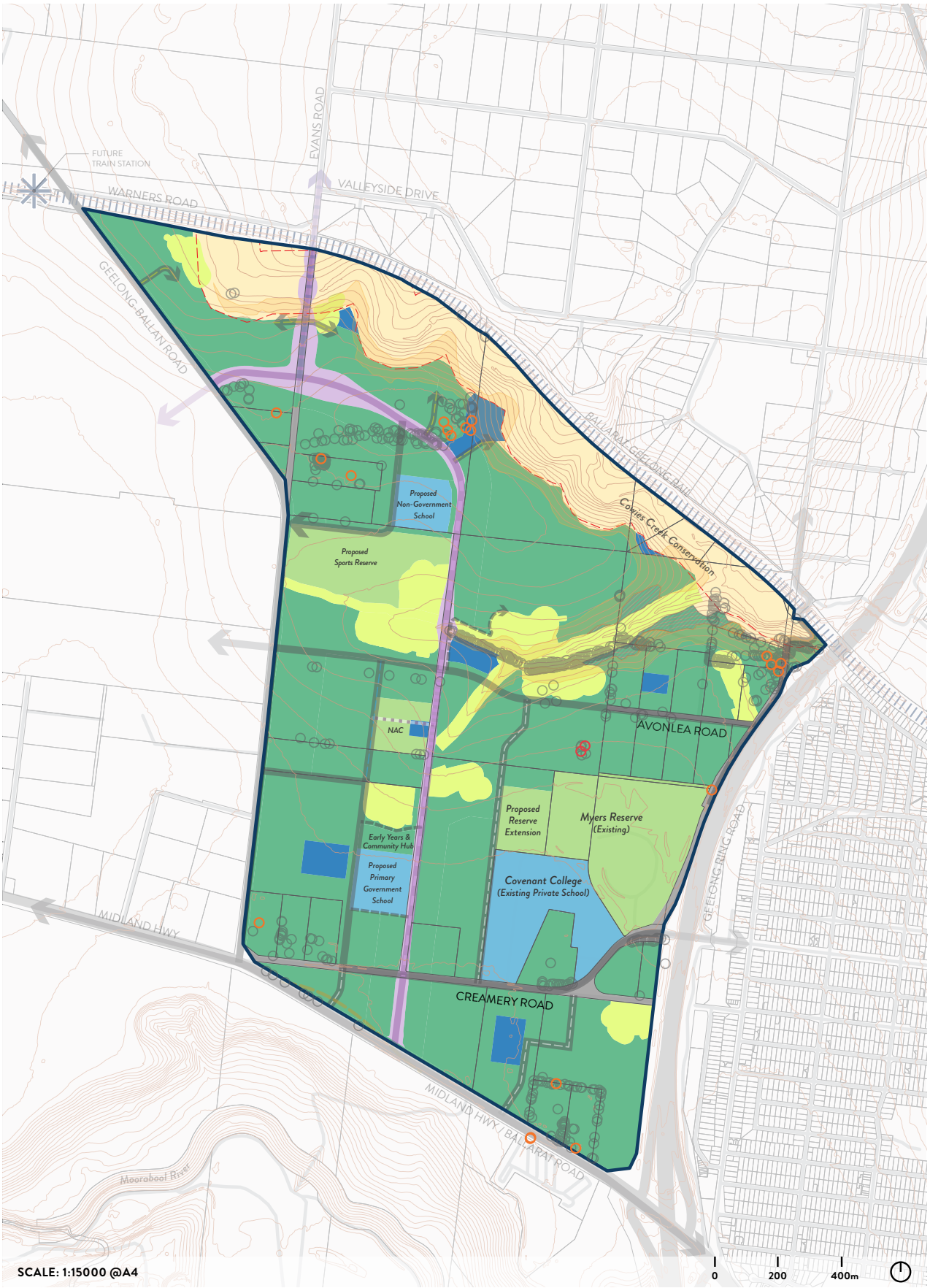


3.6.1 URBAN GREENING

The PSP seeks to achieve a minimum 20% canopy coverage on public land across the precinct without increasing bushfire risk. This target, combined with additional coverage on private land, will contribute to the achievement of the City's 25% canopy target set out in the Framework Plan and the City's Urban Forest Strate



P22. CANOPY COVER & TREE RETENTION



3.6.1 URBAN GREENING

REQUIREMENTS

R77

Trees nominated to have critical and high retention value (as shown *Plan 22 Canopy Cover & Tree Retention*) must be retained within open spaces, road reservations or other public space with Tree Protection Zones applied in accordance with AS 4970-2009.

R78

Permit applications for development and/or subdivision must achieve the mandated minimum canopy coverage stipulated by *Table 12 Canopy Coverage Requirement by Land Use*.

The canopy cover requirements must be calculated in accordance with *Appendix 7 Canopy Cover*.

R79

Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity and not exceeding the average intervals below unless otherwise approved by the responsible authority.

AVERAGE	TREE SIZE
8 – 10m	Small Trees (less than 10m canopy)
10 – 12m	Medium Trees (less than 10m to 15m canopy)
12 – 15m	Large Trees (larger than 15m canopy)

R80

Street tree planting must use locally appropriate species and be consistent with any guidance provided on the relevant cross section within this PSP unless otherwise approved by the responsible authority.

R81

The location, placement and species of canopy trees must enable the bushfire vegetation classifications, as shown on *Plan 23 Bushfire Resilience* to be achieved and maintained. If it is demonstrated to the satisfaction of the responsible authority that the canopy cover targets cannot be achieved without without increasing the hazard above the bushfire nominated vegetation classification in accordance with *Plan 23 Bushfire Resilience*, the canopy cover must be reduced to a level which enables the relevant bushfire classification to be achieved.

R82

Canopy trees proposed in the separation distance between boundaries of all identified bushfire hazard areas and the BAL 12.5 line nominated on *Plan 23 Bushfire Resilience* must avoid:

- Trees within 3 metres of a window or glass feature of the building; and
- Trees overhanging or touching any elements of the building.

Any trees in this area must be separated by at least 5 metres.

R83

Canopy trees provided in streets and public areas must:

- Be suitable for local conditions;
- Be planted into soil within all nature strips and road verges in accordance with Australian Standard AS4419-2018 for Landscape Soils;
- Be planted in zones of modified and improved soil (such as structural soil), in accordance with Appendix 1 of Code of Practice, Management of Infrastructure in Road Reserves, Road Management Act 2004;
- Combine existing soil/bases to support tree establishment. The subsoil must be cultivated to the following depths:
  - a minimum depth of 400mm for small to medium sized trees.
  - a minimum depth of 800mm (or unless otherwise agreed by the responsible authority) for large trees.
- Comprise a mix of native and exotic, flowering and non-flowering species, and incorporate fire wise tree species as determined by the CFA guidelines Landscaping for Bushfire Garden Design and Plant Selection (June 2021) or as amended, as appropriate.

R84

Development of non-residential uses must ensure that all car parking areas achieve a minimum 25% canopy cover and 15% understory planting.

T12. CANOPY COVERAGE REQUIREMENT BY LAND USE

LAND USE AS PER FUS	MANDATED MINIMUM CANOPY COVERAGE*	SITE AREA THE CANOPY IS TO BE CALCULATED ACROSS
Drainage Corridors	10%	Centreline of abutting roads and/or parcel boundaries where appropriate
Drainage Reserves	10%	Site Boundary
Education Facilities (including Existing School)	25%	Centreline of abutting roads
Community Facility (Early Years & Community Hub)	20%	Centreline of abutting roads
Active (Sports) Reserve (including Existing Myers Reserve)	15%	Centreline of abutting roads
Community Parks	35%	Centreline of abutting roads
Activity Centre (NAC)	15%	Centreline of abutting roads
Residential (CRA, MUIDA, NAC IDA and IDA)	20%	Centreline of abutting roads

The following apply:

- Any trees shown on *Plan 22 Canopy Cover & Tree Retention* which are retained by the proposal are counted towards the canopy coverage requirements.
- The diameter of a tree at maturity included in the calculation of tree canopy coverage in *Table 12 Canopy Coverage Requirement by Land Use* must be no less than 3m.
- Street trees existing or proposed within the site area are counted towards the land use based canopy cover requirement.
- Only trees contained within private land which serves as part of the public realm count towards the minimum canopy target by land use. Examples of such spaces are car parking areas, school grounds, public open spaces and land managed by body-corporate entities (or similar).

3.6.1 URBAN GREENING

GUIDELINES

G62

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

The use of fire wise tree species as determined by the CFA guidelines Landscaping for Bushfire Garden Design and Plant Selection (June 2021) or as amended, is encouraged.

G63

Tree species utilised on roads adjacent to the Cowies Creek Conservation Area should support and enhance the biodiversity values of the conservation area.

G64

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

G65

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

G66

Where practical, trees nominated to have moderate retention value (as shown on *Plan 22 Canopy Cover & Retention*) should be retained within open spaces, road reservations or other public space with Tree Protection Zones applied in accordance with AS 4970-2009.

3.6.2 BUSHFIRE RESILIENCE

The PSP will ensure that bushfire hazards are identified and that appropriate protection measures are implemented in the layout and design of the local street network, subdivisions and buildings and works.

LEGEND

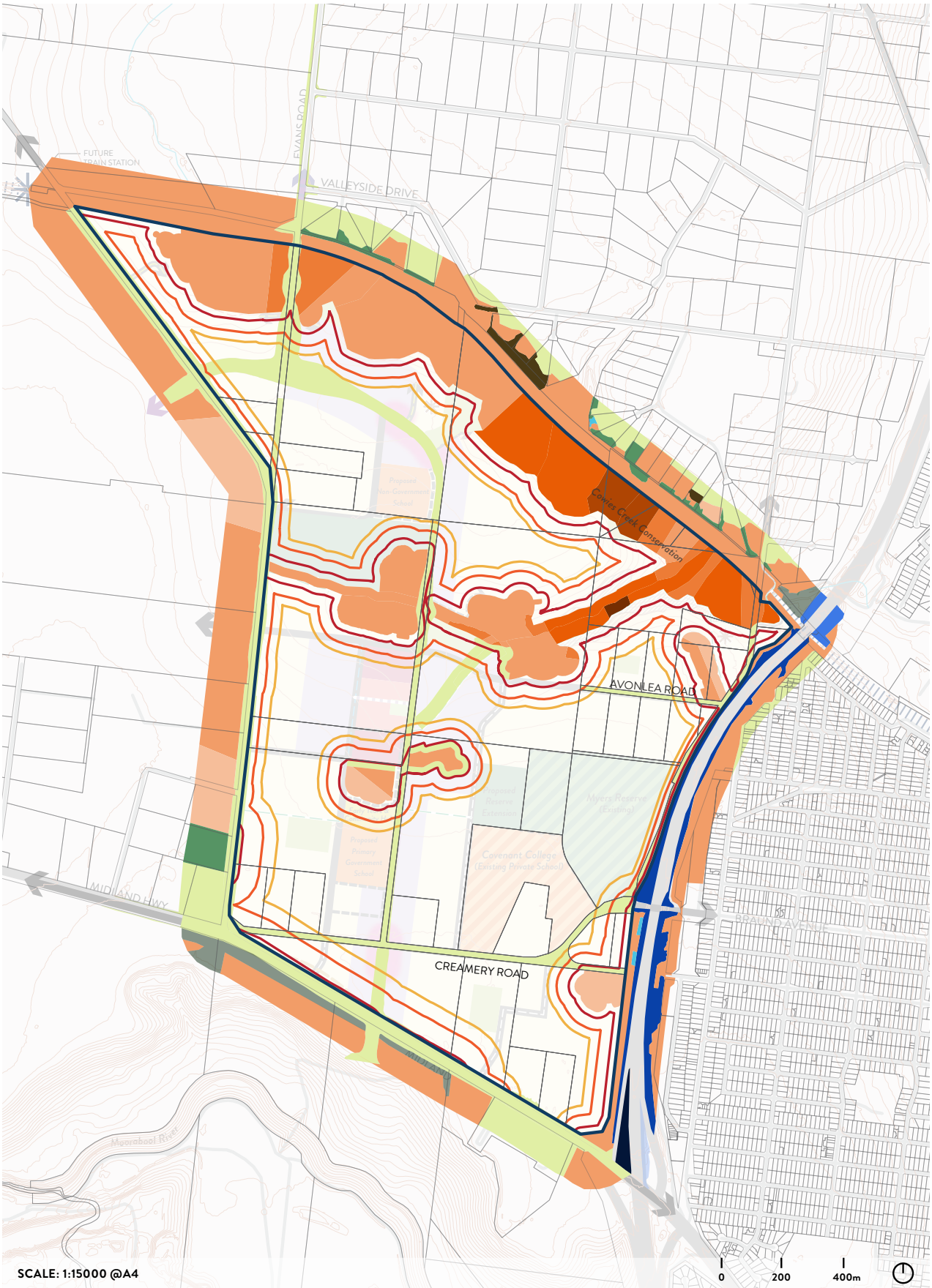
BUSHFIRE HAZARD AREAS

- Low Threat
- HA0 Grassland Flat
- HA1 Grassland > 0 to 5
- HA2 Grassland > 5 to 10
- HA3 Grassland > 10 to 15
- HA4 Grassland > 15 to 20
- HA5 Grassland > 20 to 25
- HA6 Forest Flat
- HA7 Forest > 0 to 5
- HA8 Woodland Flat
- HA9 Shrubland Flat
- HA10 Shrubland 0 to 5
- HA11 Shrubland > 5 to 10
- HA12 Shrubland > 10 to 15
- HA13 Scrub > 0 to 5

REQUIRED BAL RATING MINIMUMS

- BAL **12.5**
- BAL **4**
- BAL **2**

P23. BUSHFIRE RESILIENCE



3.6.2 BUSHFIRE RESILIENCE

REQUIREMENTS

R85

An application for development and/or subdivision of land for more than 10 lots must be accompanied by a Bushfire Management Plan. The Bushfire Management Plan must address the identified bushfire risk during, and where necessary after, construction, and be approved by the responsible authority. The plan must specify:

- The location of bushfire hazard areas;
- Retained and proposed canopy trees;
- Details of bushfire protection measures required for individual lots, including separation distances in accordance with AS3959-2018 (or as amended) to achieve a BAL-12.5 construction standard;
- The staging of development and the likely bushfire risks at each stage;
- Details of vegetation management during subdivision and of super lots after subdivision to be undertaken to reduce the risk of fire;
- Provision of adequate access and egress for early subdivisions to minimise grass and bushfire risks to new residents prior to completion of this PSP; and
- How the proposal complies with the relevant PSP requirements.

R86

Vegetation within the Cowies Creek Conservation Area, waterway corridor and drainage assets must be managed in accordance with the associated bushfire vegetation classification as shown on *Table 13 Creamery Road Precinct Bushfire Vegetation Classifications*, or at a standard which achieves a lower bushfire hazard classification in accordance with AS3959 2018 (or as amended) prior to the land being vested to the City.

All vegetation within and external to the Creamery Road precinct boundary must be established and managed in accordance with *Table 13 Creamery Road Precinct Bushfire Vegetation Classifications*, or to achieve a lower bushfire threat.

R87

All areas in the precinct that are subject to tree canopy targets greater than 10% (as shown on *Plan 22 Canopy Cover & Tree Retention*) must be managed to achieve the low threat vegetation category and ensure the following:

- Trees over 5m in height must be up-pruned to achieve at least a 2m clearance between the lowest branches and ground level.
- Grass must be short cropped and maintained during the declared fire danger period.
- All leaves and vegetation debris must be removed at regular intervals during the declared fire danger period.
- Canopy trees or small clusters of trees must be separated by at least 2m.

R88

Habitable buildings, located directly adjacent to bushfire hazard areas (as shown on *Plan 23 Bushfire Resilience*), must be setback in accordance with *Table 14 Vegetation Classifications of Bushfire Hazard Areas & Setbacks for Habitable Buildings to achieve BAL 12.5.*

A lesser setback may be considered subject to a site-specific assessment of bushfire risk, vegetation classifications and setbacks to the satisfaction of the responsible authority and relevant fire authority.

The setback is measured from the edge of the classified vegetation to the nearest part of an external wall of the building or building envelope.

R89

Vegetation in the area between the BAL 12.5 line nominated on *Plan 23 Bushfire Resilience* must be managed by ensuring:

- Grass must be short cropped and maintained during the declared fire danger period.
- All leaves and vegetation debris must be removed at regular intervals during the declared fire danger period.
- Within 10 metres of a building, flammable objects must not be located close to the vulnerable parts of the building.
- Plants greater than 10 centimetres in height must not be placed within 3 metres of a window or glass feature of the building.
- Shrubs must not be located under the canopy of trees.
- Individual and clumps of shrubs must not exceed 5 square metres in area and must be separated by at least 5 metres.
- Trees must not overhang or touch any elements of the building. The canopy of trees must be separated by at least 5 metres.
- There must be a clearance of at least 2 metres between the lowest tree branches and ground level.

R90

Bushfire fuel breaks must be established and/or maintained on the perimeter of the Creamery Road Precinct boundary to ensure that there is no continuity of fuel from external bushfire hazards into urban areas.

GUIDELINES

G67

Use and development of land for those more susceptible to bushfire risk, such as retirement villages, aged care facilities, childcare centres, schools, hospitals and community uses should be prioritised wwithin BAL 2 areas as shown on *Plan 23 Bushfire Resilience.*

G68

Where a setback is required from a bushfire hazard, the setback should, as far as practicable, not be wholly reliant on building setbacks within the boundaries of privately owned residential lots.

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

G69

Landscape design and plant selection in open spaces, including waterways and drainage corridors should not increase bushfire risk, to the satisfaction of the responsible authority. CFA's guidelines Landscaping for Bushfire Garden Design and Plant Selection (June 2021) or as amended, should be followed where possible.

G70

Subdivision design should include a network of streets that provide multiple evacuation routes away from Bushfire Hazard Areas into urban areas identified as low risk.

T13. CREAMERY ROAD BUSHFIRE VEGETATION CLASSIFICATIONS

LAND USE TYPE	VEGETATION CLASSIFICATION (AS3959)
EXTERNAL VEGETATION	
External Precinct Buffer of 150m	Vegetation surrounding the precinct assessed and mapped in June 2024, as indicated on the map. This is likely to change over time and will require updated bushfire assessments.
INTERNAL PRECINCT VEGETATION	
Cowies Creek Conservation Area	All vegetation to be AS3959:2018 classified grassland.
Waterway Drainage Corridors	Parcels EW-01 and WW - 01 to be AS3959:2018 grassland. Parcel WW-02 to be low threat vegetation as specified by AS 3959:2018 2.2.3.2.
All Drainage Assets	Swales and wetlands will be AS3959:2018 grassland or shrubland (BAL setbacks are very similar for each type). With the exception that drainage asset WLRB – 04 with have a 22m buffer of low threat vegetation on its northern boundary.
All other Land Areas within the Precinct	AS3959:2018 2.2.3.2 low threat vegetation.

T14. VEGETATION CLASSIFICATIONS OF BUSHFIRE HAZARD AREAS & SETBACKS FOR HABITABLE BUILDINGS TO ACHIEVE BAL 12.5.

BUSHFIRE HAZARD AREA (REFER TO PLAN 23 – BUSHFIRE RESILIENCE)	VEGETATION CLASSIFICATION (AS3959:2018)	MINIMUM BAL 12.5 SETBACK DISTANCE (M)
N/A	Low Threat	0
HA 0	Grassland	19
HA 1	Grassland	22
HA 2	Grassland	25
HA 3	Grassland	28
HA 4	Grassland	32
HA 5	Grassland	38
HA 6	Forest	48
HA 7	Forest	57
HA 8	Woodland	33
HA 9	Shrubland	31
HA 10	Shrubland	31
HA 11**	Shrubland	10
HA 12	Shrubland	28
HA 13	Scrub	31

Please Note, all other land is to be treated as low threat vegetation per AS3959 2018.

3.7 CIRCULAR ECONOMY

Waste minimisation, reuse and recycling will be implemented in the construction phases and development of new neighbourhoods to fulfil the City's strategic goal of zero waste to landfill.

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

REQUIREMENTS

R91

Prior to the certification of a plan of subdivision for the first stage of subdivision, the permit holder must demonstrate, through the ISCA Materials Calculator 2.1 or another life cycle assessment tool, to the satisfaction of the responsible authority, how the subdivision achieves the objectives the PSP and reduces embodied carbon by:

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

3.8 DELIVERY

The PSP will ensure the early delivery of key local and state infrastructure to support the development of liveable and well-connected communities.

3.8.1	Subdivision Works	128
3.8.2	Development Staging	132

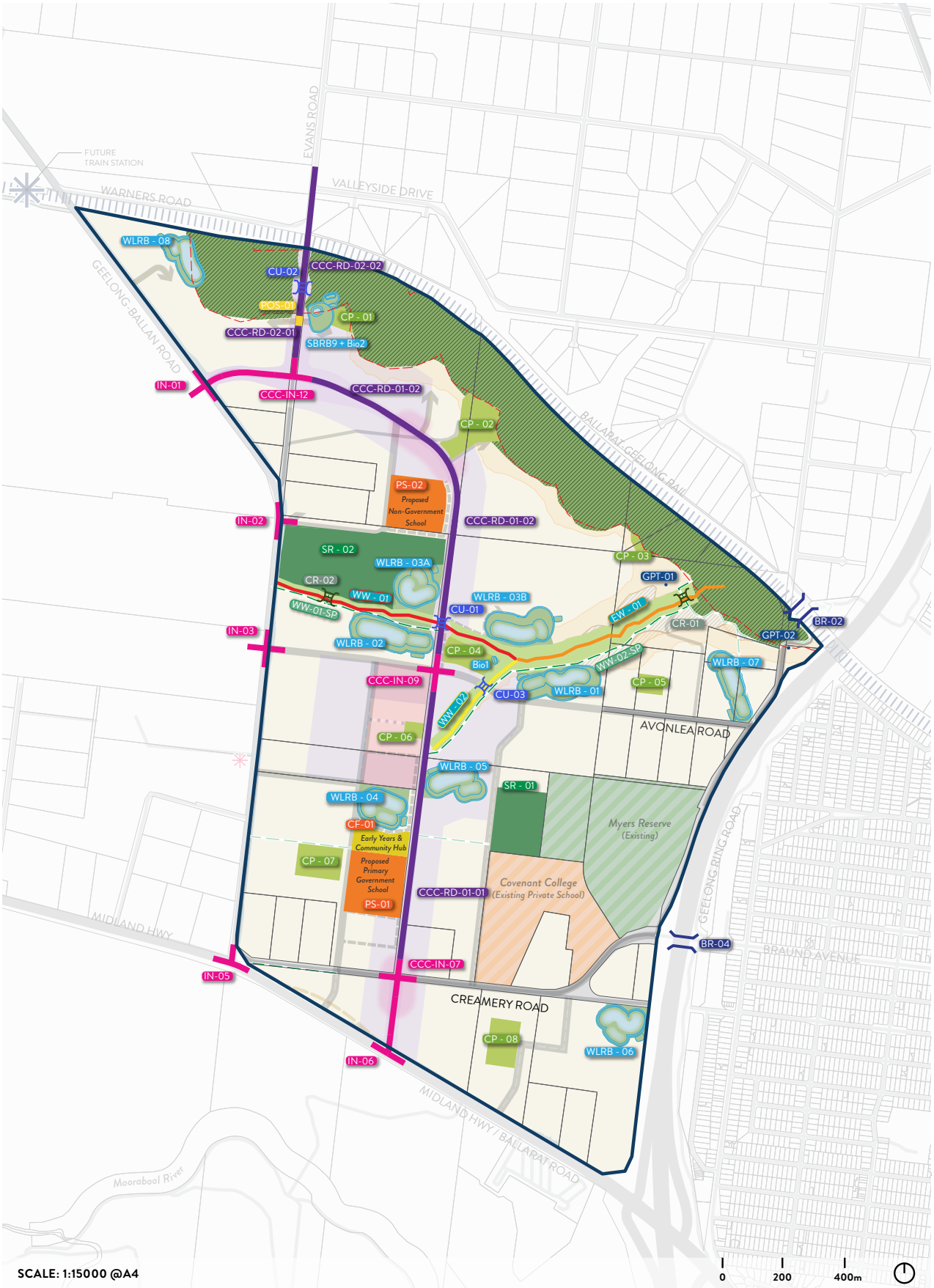


3.8.1 SUBDIVISION WORKS

LEGEND

- Creamery Road PSP Area
- Property Parcels
- Early Years & Community Hub
- Existing Private School
- School
- Community Park
- Existing Sports (Active) Reserve
- Sports (Active) Reserve
- Waterway Corridor
- Indicative Drainage Asset
- Cowies Creek Conservation
- Road Segment
- Intersection
- Bridge (Indicative)
- Culvert (Indicative)
- Recreational Transport Links
- EW-01 / WW-01 — Indicative Waterway Infrastructure
- AA-00 — Project Identification Number (Refer to Precinct Infrastructure List)

P24. PRECINCT INFRASTRUCTURE



3.8.1 SUBDIVISION WORKS

REQUIREMENTS

R92

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

- Roads and streets including:
  - Connector roads and local streets.
  - Internal loop roads and service roads that abut arterial roads.
- Local bus stop infrastructure (where locations have been agreed in writing by Department of Transport and Planning).
- Landscaping of all existing and future roads and local streets.
- Intersection works and traffic management measures along arterial roads, connector streets, and local streets (except those included in the DCP).
- Fencing and landscaping, including along arterial roads, including any acoustic fences, barriers or measures to address noise concerns from adjoining roads.
- Recreational transport links (shared pedestrian and bicycle paths) along local arterial roads, connector roads, streets and within local parks including bridges, intersections, and barrier crossings.
- Community parks.
- Bicycle parking facilities as required in this PSP.
- Basic improvements to local reserves and open space (refer to *R86* below with regards to open space delivery).
- Local drainage system where required.
- Construction of culverts for waterway crossings of all connector streets and local streets.
- Local street or pedestrian path crossings of waterways and the electricity transmission line easement unless included in the DCP or outlined as the responsibility of another agency in the Precinct Infrastructure Plan.
- Infrastructure as required by utility service providers including water (potable, recycled and water tapping for potential open space), stormwater, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity and telecommunications.

R93

All encumbered and unencumbered public open space (where not provided via the Creamery Road DCP) must be designed and developed to a standard that satisfies the requirements of the responsible authority prior to the transfer or vesting of the public open space, including:

- Removal of all existing and disused structures, foundations, pipelines and stockpiles.
- Basic levelling and spread of minimum 100mm topsoil and subsoil if required on the proposed areas of open space to provide a stable free draining surface.
- Clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with Warm climate grass (unless conservation reserve requirements dictate otherwise).
- Provision of water tapping, potable and/or recycled water connection points (where available).
- Provision of sewer and electricity connection points as required within the road reserve on the boundary of all proposed sports reserve and community parks.
- Canopy trees and other plantings.
- Soil preparation for new tree planting to a depth of 400- 500mm.
- Construction of minimum 1.8m wide pedestrian paths outside the perimeter of the reserve, connecting and linking into any other surrounding paths or points of interest.
- Protection of trees that are to be retained including exclusion zones as appropriate.
- Vehicular exclusion devices (landscape treatments, fences, bollards or other suitable methods) and maintenance access points.
- Installation of park furniture and recreation infrastructure to support these facilities consistent with the type of public open space listed in *Appendix 4 - Table 22 Open Space Delivery Requirements.*
- Mitigation of risks associated with landslide susceptibility in accordance with AGS 2007.

R94

Sports (active) reserves as identified in *Table 15 Precinct Infrastructure* must be transferred to or vested in the relevant authority in the following conditions, including but not limited to:

- Free from surface and/or protruding rocks, structures and contaminated soil.
- Reasonably graded and/or top soiled to create a safe and regular surface with a maximum 1:6 gradient.
- Seeded and top-dressed with drought-resistant grass in bare, patchy and newly graded areas.
- Provision of sewer, telecommunications, electricity, potable and recycled water (if available) connection points to all reserve boundaries in consultation with the responsible authority.

R95

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

- Site amelioration works, such as rubbish removal, demolition of existing structures, removal of old fence lines, foundations, pipelines, farm dams or stockpiles;
- Pest plant and animal eradication as appropriate;
- Repairs to and stabilisation of any existing structures to be retained onsite if appropriate; and
- Any fencing required to ensure the safety of the public.

Any works carried out must be consistent with any relevant CHMP, the Cowies Creek Conservation Management Plan and other relevant approvals.

R96

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

R97

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

3.8.2 DEVELOPMENT STAGING

REQUIREMENTS

R98

Development staging must ensure that the CCC (when located in the planning permit area) is delivered within the first half of the development. Unless agreed by the responsible authority, land in relation to the CCC must be transferred to, or vested in, the City as part of the first stages of subdivision.

Development staging of infrastructure must be in accordance with *Table 15 Precinct Infrastructure* to the satisfaction of the responsible authority.

R99

Where applicable, development and subdivision staging must provide for the delivery of:

- Drainage assets;
- Intersections of the CCC, connector streets and arterial roads;
- Connector streets, bridges/culverts and pedestrian culverts;
- Street links between properties, constructed to the property boundary;
- Recreational transport links and other path networks; and
- Community infrastructure, sports fields and other open spaces.

R100

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

- The asset must not constrain nor prejudice the ultimate delivery of any other development or other infrastructure within the precinct nor constrain the sequencing and viability of other staging areas;
- It must not constrain nor prejudice the ultimate use of the land nor impact on the provision trigger for the use as defined in the PSP and DCP, on which the temporary asset is located;
- The asset must be able to form part of the ultimate infrastructure solution and after use, be reinstated to a condition commensurate with the intended ultimate use of the land;
- The need for the interim infrastructure must be justified on the basis that previous staging area requirements are not capable of being delivered at the time the construction of the temporary infrastructure is proposed;

The asset must be delivered through an agreement made under Section 173 of the Planning and Environment Act 1987 and the proposal must comply with the best practice requirements of the ultimate infrastructure;

- All costs of the temporary infrastructure must be fully funded by the proponent; and
- The asset must be contained to land owned by the proponent or the land on which the ultimate infrastructure is proposed and must not be located on land nominated for future public use such as community, education facilities, and open space,

all to the satisfaction of the responsible authority.

This does not apply to the delivery of the CCC where the ultimate infrastructure must be provided.

R101

Development and subdivision staging must provide for the delivery of ultimate waterway and stormwater drainage infrastructure including stormwater retardation, treatment, harvest and use.

R102

Infrastructure projects identified in *Plan 24 Precinct Infrastructure* must be delivered in accordance with the timing priority identified in the timing column of *Table 15 Precinct Infrastructure* or as amended.

Any out of sequence development to that identified in *Table 15 Precinct Infrastructure* must be supported by written confirmation from all relevant authorities and agencies to ensure that the development proposed does not compromise the delivery of the ultimate infrastructure required, nor the capacity for other developments to proceed.

R103

Community parks, sports (active) reserves, waterway drainage corridors and other public open spaces, including encumbered open spaces, must be delivered together with a stage containing residential lots.

GUIDELINES

G71

Development applications should demonstrate:

- How the proposal integrates with adjoining developments, through the timely provision of connecting roads and walking/cycling paths;
- How community parks will be provided in the early stages of the development;
- How sealed road access will be provided to each new allotment; and
- How any necessary trunk service extensions will be delivered, including confirmation of the agreed approach and timing by the relevant service provider.

G72

Development staging, in accordance with *Plan 25 Infrastructure and Development Staging*, should ensure the following:

- Safe pedestrian links to the NAC, community facilities and school sites are included;
- Proximity to existing development or serviced land;
- Proximity to existing public transport and infrastructure;
- Proximity to existing or proposed community and education facilities; and
- Proximity to new or existing arterial or connector road infrastructure.

T15. PRECINCT INFRASTRUCTURE

TRANSPORT

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/ NO)	DELIVERY TRIGGER / TIMING	APPOR-TION-MENT
ROADS							
CCC Road	CCC_ RD_01_01	CCC Road Section 1	Land and works for CCC Road Cross Sections between CC-07 and CC-09	COGG	Yes	The CCC (when located in the planning permit area) is delivered within the first half of the development.	100%
CCC Road	CCC_ RD_01_02	CCC Road Section 2	Land and works for CCC Road Cross Sections between CU-01 and CC-12	COGG	Yes	The CCC (when located in the planning permit area) is delivered within the first half of the development.	100%
CCC Road - Evans Road	CCC_ RD_02_01	CCC Evans Road Section - South	Land and works for CCC Evans Road (South) Cross Section between POS-01 and CU-02 Upgrade Evans Road to Secondary Arterial Road	COGG	Yes	The CCC (when located in the planning permit area) is delivered within the first half of the development.	100%
CCC Road - EVans Road	CCC_ RD_02_02	CCC Evans Road Section - North	Land and works for CCC Evans Road (North) Cross Section between CU-02 to PSP site boundary Upgrade Evans Road to Secondary Arterial Road	COGG	Yes	The CCC (when located in the planning permit area) is delivered within the first half of the development.	100%
Evans Road Upgrade Intersection	RD_02_03	Upgrade Evans Road to Secondary Arterial Road	Land and works for Evans Road Upgrade: RD 02-03 (between ER-IN-16 and ER-IN17)	COGG	Yes	Once 70% development has occurred in Creamery Road.	TBC
Evans Road Upgrade	RD_02_04	Upgrade Evans Road to Secondary Arterial Road	Land and works for Evans Road Upgrade: RD 02-04 (between ER 17 and connection to future Anakie Road intersection	COGG	Yes	Once 70% development has occurred in Creamery Road.	TBC
Land	LA_02	Land_02	Land required for Ballan Road widening	COGG	Yes	The first subdivision requiring the associated road section	TBC
Land	LA_03	Land_03	Land required for Midland Road widening	COGG	Yes	The first subdivision requiring the intersections delivery	TBC
Shared Path	WW-02-SP	WW-02-Shared Path	Works fo recreational transport link along WW-02 and EW-01 reserve where appropiate	COGG	Yes	Upon completion of EW-01 works	TBC
Shared path	WW-01-SP	WW-01-Shared Path	Works for recreational transport link along WW-01 reserve where appropiate	COGG	Yes	Upon competion of WW-01 works	TBC

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/ NO)	DELIVERY TRIGGER / TIMING	APPOR-TION-MENT
Shared path	Nil	Recreational Transport Link - Land & Works	Recreational Transport Link network throughout Creamery Road Precinct (unless defined as a separate DCP project)	Developer	No	Upon subdivision	TBC
Road	Nil	Connector Road - Land & Works		Developer	No	Upon subdivision	TBC
Road	Nil	Connetor Road (Suburban, Urban, Modified Urban, Modified Connector) - Land & Works					
Road	Nil	Connector intersections - Land & Works		Developer	No	Upon subdivision	TBC
Road	Nil	Local Access Street (Level 1 & 2) - Land & Works		Developer	No	Upon subdivision	TBC
Road	Nil	Pedestrian Street (Narrow & Wide) - Land & Works		Developer	No	Upon subdivision	TBC
Road	Nil	Micro Street - Land & Works		Developer	No	Upon subdivision	TBC
Road	Nil	Laneway - Land & Works		Developer	No	Upon subdivision	TBC
Road	Nil	Parking Street - Land & Works		Developer	No	Upon subdivision	TBC
Road	Nil	Conservation Interface Street - Land & Works		Developer	No	Upon subdivision	TBC

T15. PRECINCT INFRASTRUCTURE

TRANSPORT

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/ NO)	DELIVERY TRIGGER / TIMING	APPOR-TION-MENT
INTERSECTIONS							
Land	CCC_ IN_12_LA	CCC_IN_12_ Land	Land required for road reserve	COGG	Yes	The CCC (when located in the planning permit area) is delivered within the first half of the development.	100%
CCC Intersection	CCC_ IN_07	CCC / Creamery Rd Intersection	Land and works for signalised through intersection - 4 leg intersection	COGG	Yes	The CCC (when located in the planning permit area) is delivered within the first half of the development.	100%
CCC Intersection	CCC_ IN_09	CCC Intersection - Works including Culvert 1 (CU-01)	Land and works for signalised through intersection - 4 leg intersection	COGG	Yes	The CCC (when located in the planning permit area) is delivered within the first half of the development.	100%
CCC Intersection	CCC_ IN_12	CCC/Evans Rd Intersections - Works	Land and works for signalised 'T' intersection	COGG	Yes	The CCC (when located in the planning permit area) is delivered within the first half of the development.	100%
Intersection	IN_01	External Intersection - Works (interim)	Land and works for signalised through intersection - 4 leg intersection - Geelong Ballan Road - Connector	COGG	Yes	The first subdivision requiring the intersections delivery	TBC
Intersection	IN_02	External Intersection - Works (interim)	Land and works for signalised 'T' intersection - Geelong Ballan Road - Connector	COGG	Yes	The first subdivision requiring the intersections delivery	TBC
Intersection	IN_03	External Intersection - Works (interim)	Land and works for signalised through intersection - 4 leg intersection - Geelong Ballan Road - Connector	COGG	Yes	The first subdivision requiring the intersections delivery	TBC
Intersection	IN_05	External Intersection - Works (interim)	Land and works for signalised 'T' intersection - Geelong Ballan Road - Connector	COGG	Yes	Once 50% development has occurred in Creamery Road.	TBC
Intersection	IN_06	External Intersection - Works (interim)	Land and works for signaised intersection - Midland Highway - CCC	COGG	Yes	The first subdivision requiring the intersections delivery	TBC
Evans Road Upgrade Intersection	ER_IN_14	Evans Road/ Valleyside Drive Intersection - Works	Land and works for intersection upgrade - 3 leg intersection (unsignalised 'T' intersection)	COGG	Yes	When RD_02_01 is required.	TBC

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/ NO)	DELIVERY TRIGGER / TIMING	APPOR-TION-MENT
Evans Road Upgrade Intersection	ER_IN_15	Evans Road/ Asher Road Intersection - Works	Land andd works for intersection upgrade - 3 leg intersection (unsignalised 'T' intersection)	COGG	Yes	When RD_02_02 is required	TBC
Evans Road Upgrade Intersection	ER_IN_16	Evans Road/ Lovely Banks Road Intersection - Works	Land and works for signalised through intersection - 4 leg intersection	COGG	Yes	When RD_02_03 is required	TBC
Evans Road Upgrade Intersection	ER_IN_17	Evans Road/ Edgerton Road Intersection - Works	Land works for intersection upgrade - 3 leg intersection (unsignalised T intersection)	COGG	Yes	When RD_02_04 is required	TBC
Bluestone Bridge Road underpass upgrade	BBR_ IN_01	Bluestone Bridge Road underpass upgrade and shared path connection	Land and works for upgrade of underpass under Bluestone Bridge - Install traffic signals to allow one way movements and shared path (recreational transport link) connection	COGG	Yes	Upon completion of works to Cowies Creek Masterplan Area - TBC	TBC
CULVERTS							
Culvert	CU_01	Culvert works	Land and works for Culvert - Ephemeral waters to flow under CCC	COGG	Yes	Prior to construction of western portion of WW-01	100%
Culvert	CU_02	Culvert works	Land and works for Evans Road CCC - Culvert over Cowies Creek	COGG	Yes	Concurrent with construction of the CCC - Evans Road	100%
Culvert	CU_03	Culvert works	Land and works for Culvert - Avonlea Road Crossing over WW-02 - Works	COGG	Yes	Concurrent with construction of WW-02	100%
PEDESTRIAN CROSSINGS							
Pedestrian crossing	POS_01	Pedestrian Operated Signalised crossing on Evans Road	Land and works for POS_01 located between CCC-IN-12 and CU-02	COGG	Yes	Once construction of CCC Evans Road (CCC_RD_02_01 and CCC_RD_02_02) is complete	100%
BRIDGES							
Bridge	BR_01	Batesford South PSP bridge (arterial road - Lynnburn Road over Moorabool River)	Land and works for interim bridge for arterial road extension of Lynnburn Road over Moorabool River	COGG	Yes	To be determined when Batesford South PSP is developed.	TBC
Bridge	BR_04	Creamery Road Pedestrian Bridge over Geelong Ring Road	Land and works for active travel upgrade to existing Bridge on Creamery Road over the Geelong Ring Road.	COGG	Yes	To occur when 30% of Creamery has been developed.	100%

T15. PRECINCT INFRASTRUCTURE

DRAINAGE

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/ NO)	DELIVERY TRIGGER/TIMING	APPOR-TION-MENT
WATERWAY CORRIDOR WORKS							
Land	WW-02-LA	WW-02-Land	Land required for the waterway works	COGG	Yes		100%
Waterway	EW-01	Ephemeral (Natural) Waterway - Works	"Land and Works for EW-01 (4.64 Ha - TBC final area) This ephemeral waterway is downstream of the confluence of both WW01 and WW02 and enters Cowies Creek. The alignment of this corridor should follow the natural overland flow path of the land provide abundant re- vegetation and landscaping wherever possible. A recreational transport link (shared path) will also be co -located in the reserve where allowable."	COGG	Yes	Priority This is an existing tributary of Cowies Creek and receives runoff from PSP assets. Investigate the potential head cut / erosion point and install rock stabilisation works as necessary. Ensure this is completed prior to commencing WW-01 and WW-02 works.	100%
Waterway	WW-01	Waterway 1 - Works	Land and Works for WW-01 (4.01 Ha - TBC final area) Refers to the section between the PSP border to the west and the CCC. The alignment of this corridor should follow the natural overland flow path and provide abundant revegetation and landscaping wherever possible. A recreational transport link (shared path) will also be co-located in the reserve. The corridor will run underneath the CCC via a culvert or bridge.	COGG	Yes	Short term To be delivered prior to WLRB2, WLRB3a and WLRB3b, as well as Bioretention System 1. The RBs and Bio1 to outfall to this waterway	100%
Waterway	WW-02	Waterway 2 - Works	Land and Works for WW-02 (1.57 Ha - TBC final area) This drainage corridor segment connects WLRB-05 to an ephemeral waterway that enters Cowies Creek. 30m wide at its narrowest point. The alignment of this corridor should follow the natural overland flow path of the land and provide abundant revegetation and landscaping wherever possible. A recreational transport link (shared path) will also be co- located in the reserve where allowable.	COGG	Yes	Short term To be delivered prior to WLRB4 and WLRB5. The RBs need to outfall to this waterway.	100%
Waterway	CR_01	Waterway Crossing Works	Land and Bridge/Culvert Works for the recreational transport link over EW-01	COGG	Yes	Required on completion of EW-01 upgrade works	100%

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/ NO)	DELIVERY TRIGGER/TIMING	APPOR-TION-MENT
Waterway	CR_02	Waterway Crossing Works	Land and Bridge/Culvert Works for the recreational transport link over WW-01	COGG	Yes	Required on completion of WW-01 works	100%

T15. PRECINCT INFRASTRUCTURE

DRAINAGE

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/NO)	DELIVERY TRIGGER/TIMING	APPORTIONMENT
WETLAND AND SEDIMENT BASINS							
Wetland & Retarding Basin	WLRB-01	Wetland & Retarding Basin 1 - Works	Land and Works for drainage asset - 2.3 Ha (TBC final area)	COGG	Yes	Short term Outfalls into EW-01. Does not rely on other works being undertaken first.	100%
Wetland & Retarding Basin	WLRB-02	Wetland & Retarding Basin 2 - Works	Land and Works for drainage asset - 2.2 Ha (TBC final area)	COGG	Yes	Medium term Requires construction of WW-01 for outfall connection	100%
Wetland & Retarding Basin	WLRB-03A	Wetland & Retarding Basin 3A - Works	Land and Works for drainage asset - 1.7 Ha (TBC final area)	COGG	Yes	Short-term Requires construction of WW-01 for outfall connection	100%
Wetland & Retarding Basin	WLRB-03B	Wetland & Retarding Basin 3B - Works	Land and Works for 2.1 Ha (TBC final area)	COGG	Yes	Short-term Requires construction of WW-01 for outfall connection	100%
Wetland & Retarding Basin	WLRB-04	Wetland & Retarding Basin 4 - Works	Land and Works for 1.6 Ha (TBC final area)	COGG	Yes	Medium term Requires WW-02 to have been constructed to enable outfall. Given its location upstream of WLRB2, it is critical that should this catchment develop first, a suitable temporary basin must be constructed, prior to the establishment of WLRB4. If not, there is a risk of increased flows and downstream impacts on landholders located within WLRB2 catchment, downstream.	100%
Wetland & Retarding Basin	WLRB-05	Wetland & Retarding Basin 5 - Works	Land and Works for drainage asset - 1.7 Ha (TBC final area)	COGG	Yes	Medium term Requires construction of WW-02 for outfall connection. Given its location upstream of WLRB1, it is critical that should this catchment develop first, a suitable temporary basin must be constructed, prior to the establishment of WLRB5. If not, there is a risk of increased flows and downstream impacts on landholders located within WLRB1 catchment, downstream.	100%
Wetland & Retarding Basin	WLRB-06	Wetland & Retarding Basin 6 - Works	Land and Works for drainage asset - 1.5 Ha (TBC final area)	COGG	Yes	Short term Does not rely on other works being undertaken first. Given the location at the top of the catchment, it is critical that should this catchment develop first, a suitable temporary basin must be constructed, prior to the establishment of WLRB6. If not, there is a risk of increased flows and downstream impacts on landholders (notably, Covenant College).	100%

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/NO)	DELIVERY TRIGGER/TIMING	APPORTIONMENT
Wetland & Retarding Basin	WLRB-07	Wetland & Retarding Basin 7 - Works	Land and Works for drainage asset - 1.6 Ha (TBC final area)	COGG	Yes	Medium term Outfalls to Cowies Creek via Bluestone Bridge Road – single point of discharge. Does not rely on other works being undertaken first. Works in the catchment will need to ensure the existing downstream properties (and heritage homestead) are protected prior to the ultimate basin being established. This asset shares an outfall pipe into Cowies Creek with GPT 2.	100%
Wetland & Retarding Basin	WLRB-08	Wetland & Retarding Basin 8 - Works	Land and Works for drainage asset - 1.4 Ha (TBC final area)	COGG	Yes	Short term Outfalls to Cowies Creek. Does not rely on other works being undertaken first.	100%
SEDIMENT BASIN AND BIO-RETENTION SYSTEMS							
Sediment Basin & Bioretention System	SBRB9 + Bio-02	Sediment Basin & Bio-retention System 2 (Bio2) -Works	Works for drainage asset - 0.9 Ha (TBC final area)	COGG	Yes	Short-term Outfalls to Cowies Creek. Does not rely on other works being undertaken first.	100%
STORMWATER FILTERING SYSTEMS							
Bioretention System	Bio-01	Bioretention System 1 (Bio1) - Works	Works for drainage asset - 368 sqm (TBC final area) This system is located within the community park reserve for CP-04.	COGG	Yes	Short term Outfalls to WW-01. Requires construction of WW-01 for outfall connection.	
Gross Pollutant Trap	GPT-01	Gross Pollutant Trap 1 - Works	Works for drainage asset (TBC final area)	COGG	Yes	Short term Outfalls to EW-01. Does not rely on other works being undertaken first.	
Gross Pollutant Trap	GPT-02	Gross Pollutant Trap 2 - Works	Works for drainage asset (TBC final area)	COGG	Yes	Medium term Outfalls to Cowies Creek via pipe along Bluestone Bridge Road. Does not rely on other works being undertaken first. This asset shares an outfall pipe into Cowies Creek with WLRB7.	

T15. PRECINCT INFRASTRUCTURE

OPEN SPACE

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/ NO)	DELIVERY TRIGGER/TIMING	APPOR-TION-MENT
COMMUNITY PARKS							
Community Park	CP01	Local Community Park 1	Land & works for CP01 - 0.345 Ha The local park is located at the intersection of Evans Road and the conservation interface street at the north-western section of the PSP adjacent to Cowies Creek boundary.	COGG	No	Upon Subdivision	
Community Park	CP02	Local Community Park 2	Land & works for CP02 - 1.973 Ha This local park is located adjacent to the Coolangatta Homestead. It will provide passive recreation opportunities and strong views in most directions.	COGG	No	Upon Subdivision	
Community Park	CP03	Local Community Park 3	Land & works for CP03 - 0.245 Ha This local park is located to the northern east corner, adjacent to the Cowies Creek Conservation area boundary.	COGG	No	Upon Subdivision	
Community Park	CP04	District Community Park 4	Land & works for CP04 - 1.122 Ha This local park is centrally located and is surrounded by standard residential areas.	COGG	No	Upon Subdivision	
Community Park	CP05	Local Community Park 5	Land & works for CP05 - 0.5 Ha This local park is located in close proximity to the drainage corridor north of Avonlea Road.	COGG	No	Upon Subdivision	
Town Square	CP06	Town Square	Land & works for CP06 - 0.296 Ha This local town square park is located within the NAC Precinct, on the southern side of the Pedestrian Street and adjoining the CCC to the east.	COGG	No	Upon Subdivision	
Community Park	CP07	Local Community Park 7	Land and works for 1.516 Ha It is located opposite the proposed government primary school surrounded by residential areas, and connected to the precinct's recreational transport network.	COGG	No	Upon subdivision	
Community Park	CP08	Local Community Park 8	Land & works for CP08 - 1.4 Ha This local park is located on the bend of the local access 2 street it forms the focal point of this precinct.	COGG	No	Upon subdivision	

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/ NO)	DELIVERY TRIGGER/TIMING	APPOR-TION-MENT
SPORTS (ACTIVE) RESERVES							
Sports Reserve	SR01	Myers Reserve Extension	Land & works for Myers Reserve Extension - 3.25 Ha	COGG	Yes	**For Land:** Prior to 20% of development build out within precinct or at the discretion of the responsibiluty authority for early provision **For Works:** Prior to 60% of development build out within precinct or at the discretion of the responsibility for early provision	
Sports Reserve	SR02	Northern Sports Reserve	Land & works for the Northern Sports Reserve - 8.923 Ha	COGG	Yes	Prior to 60% of development build out within precinct or at the discretion of the responsibility for early provision	
OTHER							
Pavilion	SRP-01	Creamery Road Pavilion	Works for the pavilion located within the Northern Sports Reserve to service AFL, cricket and netball.	COGG	Yes	Concurrent to works for SR02 - Northern Sports Reserve.	

T15. PRECINCT INFRASTRUCTURE

COMMUNITY FACILITIES & EDUCATION

PROJECT CATEGORY	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	LEAD AGENCY	DCP (YES/NO)	DELIVERY TRIGGER/ TIMING	APPORTIONMENT
EDUCATION							
Education	PS-01	Primary School 1	Proposed Govt School located to the south of the precinct	DET	No	Subject to State Government provision planning	
Education	PS-02	Primary School 2	Proposed Non-Govt School located to the north of the precinct	TBC	No	Subject to Non-Government school provision planning	
COMMUNITY FACILITIES							
Community Facility	CF-01	Early Years & Community Hub	Land & works for the Early Years & Community Hub (1.3 Ha) is formed by a consolidated Multipurpose Community Centre and Early Learning Centre, located above PS-01 (a proposed government primary school)	CoGG	Yes	Prior to 20% of development build out within precinct	100%
OTHER							
Community Facility	CF-ML-01	McCanns Lane Cultural Hub	Land & works for McCanns Lane Cultural Hub including library and museum	CoGG	Yes	District level facility serving WGGA	10.7%
Community Facility	TBC	Indoor Recreation Centre (West)	Land & works for Indoor Recreation Centre (West)	CoGG	Yes	District level facility serving WGGA	10.7%
Community Facility	TBC	Component of ICC above Early Learning Centre Level	Land & works for component of ICC	CoGG	Yes	TBC	50%
Community Facility	TBC	Component of MPCC above Neighbourhood Centre Level	Land & works for component of MPCC	CoGG	Yes	TBC	50%
Emergency Hub	CF-03	Western Growth Area Emergency Hub	One emergency hub incorporating ambulance, fire and state emergency services	State Government	No	Subject to State Government provision planning	
Police	CF-ML-03	Police & Justice Centre	One police station collocated with a justice centre	Department of Justice	No	District level facility serving WGGA	



8.3.2 DEVELOPMENT STAGING

LEGEND

Creamery Road PSP Area

Property Parcels

STAGING PLAN

IMMEDIATE / PRIORITY WORKS

Stage 1

SHORT TERM

Stage 2A

Stage 2B

Stage 2C

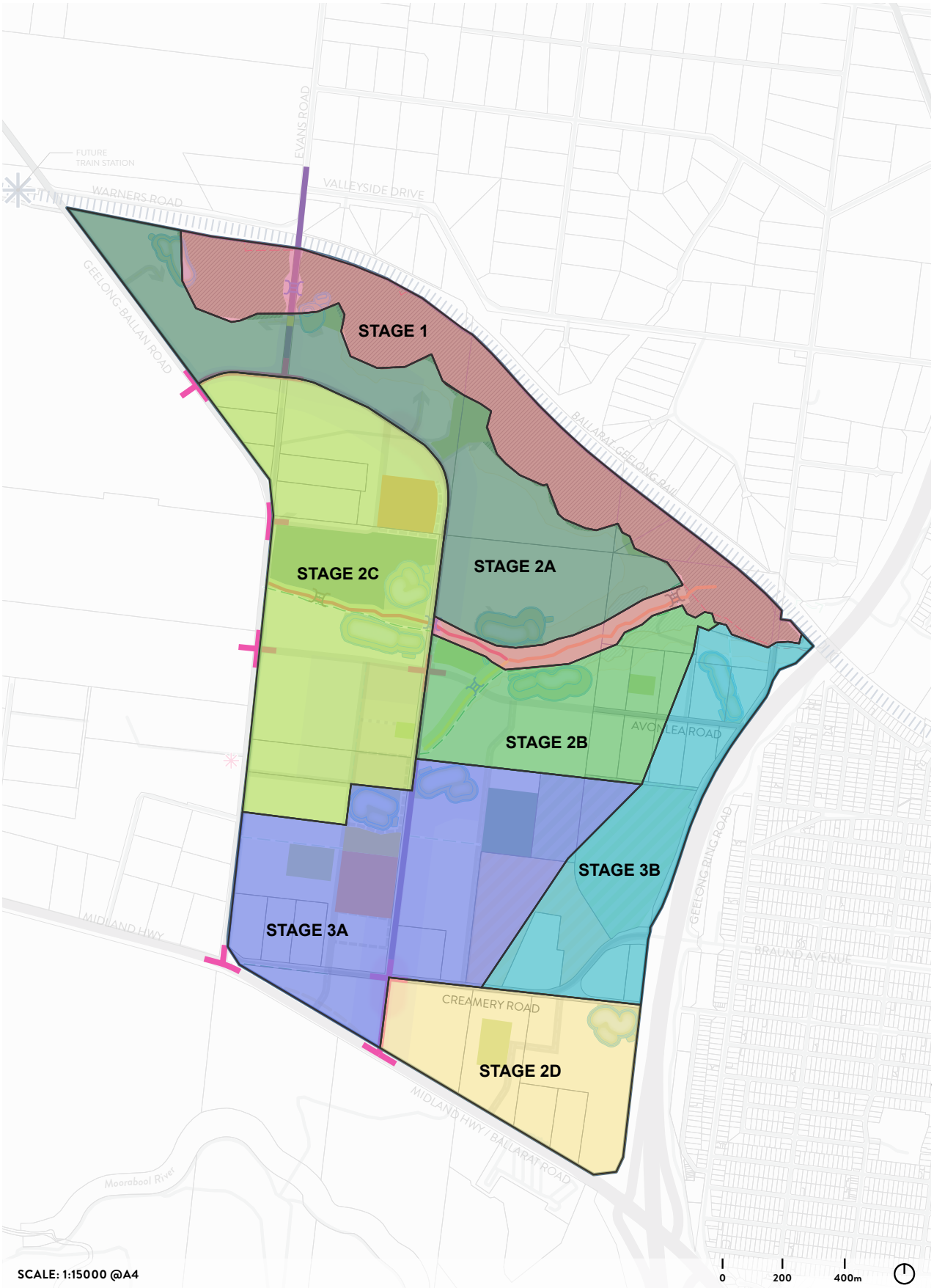
Stage 2D

MEDIUM TERM

Stage 3A

Stage 3B

P25. INFRASTRUCTURE & DEVELOPMENT STAGING



4.0

APPENDICES

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A1. PROPERTY SPECIFIC LAND BUDGET

T16. PROPERTY SPECIFIC LAND BUDGET

PROPERTY DETAILS		TOTAL AREA	TRANSPORT			COMMUNITY & EDUCATION				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		NDA						TOTAL NDA	PUBLIC LAND EQUALISATION METHOD UNDERS & OVER CALCULATION			
Address	Property No.	Total Area	CCC (DCP Land)	Road Widening (DCP Land)	Existing Road Being Retained	Proposed Early Years Hub (DCP Land)	Existing Non-Government School	Proposed Non-Government School	Proposed Government School	Cowies Creek Conservation Reserve	Drainage (DCP Land)	Waterway (DCP Land)	Existing AOS (Myers Reserve)	Active Open Space (DCP Land)	Local Open Space (53.01)	High Landslide Susceptibility Zone	IDA Residential	Moderate Landslide Susceptibility Zone	NAC	NAC IDA Residential	Standard Residential	Total NDA	Valuers 'Before Area'	DCP Residential Contribution (All)	Under Provision	Over Provision
200 Ballan Road, Moorabool Vic 3213	1	24.479	2.122	0.938						7.431	1.435										12.553	12.553	17.048	4.495	4.495	1.055
35 Evans Road, Moorabool Vic 3213	2	1.536		0.179																	1.357	1.357	1.536	0.179	0.179	-
35 Evans Road, Moorabool Vic 3213	3	0.543		0.137																	0.406	0.406	0.543	0.137	0.137	0.026
20 Evans Road, Bell Post Hill Vic 3215	5	37.627	4.491					3		11.686	0.838				1.131		9.376				7.105	16.481	21.810	5.329	5.329	0.813
10 Evans Road, Bell Post Hill Vic 3215	6	2.435																			2.435	2.435	2.435	0.000	-	-
2 Evans Road, Bell Post Hill Vic 3215	7	2.892		0.072																	2.82	2.82	2.892	0.072	0.072	-
20 Evans Road, Bell Post Hill Vic 3215	8	22.671	0.014							12.065					1.187		1.995				7.41	9.405	9.419	0.014	0.014	-
Parent - 30 Avonlea Road, Bell Post Hill Vic 3215	9	2.04								1.797					0.078						0.165	0.165	0.165	0.000	-	-
Parent - 30 Avonlea Road, Bell Post Hill Vic 3215	10	2.061								1.825					0.168						0.068	0.068	0.068	0.000	-	-
Parent - 30 Avonlea Road, Bell Post Hill Vic 3215	11	0.594								0.594												0	0.000	0.000	-	-
100 Ballan Road, Bell Post Hill Vic 3215	12	36.966	0.328	0.773							4.782	1.526		8.923	0.296		5.022		2.684	2.053	10.579	20.338	36.670	16.332	10.048	6.284
60 Avonlea Road, Bell Post Hill Vic 3215	13	37.987	0.449								4.728	5.167			1.122	0.259	8.129				18.133	26.521	36.865	10.344	10.101	0.243
Parent - 30 Avonlea Road, Bell Post Hill Vic 3215	14	13.086								5.244		1.954				1.808		0.423			3.657	5.888	7.842	1.954	1.954	-
165 Bluestone Bridge Road, Bell Post Hill Vic 3215	15	0.04								0.04												0	0.000	0.000	-	-
50 Avonlea Road, Bell Post Hill Vic 3215	16	2.028										0.047				0.261		0.023			1.697	1.981	2.028	0.047	0.047	-
40 Avonlea Road, Bell Post Hill Vic 3215	17	2.024													0.5						1.524	1.524	1.524	0.000	-	-
Parent - 30 Avonlea Road, Bell Post Hill Vic 3215	18	2.025																			2.025	2.025	2.025	0.000	-	-
85-105 Bluestone Bridge Road, Bell Post Hill Vic 3215	19	2.098								0.011	0.318					0.03		0.014			1.725	1.769	2.087	0.318	0.318	-
20 Avonlea Road, Bell Post Hill Vic 3215	20	2.035									0.826										1.209	1.209	2.035	0.826	0.558	0.116
65-75 Bluestone Bridge Road, Bell Post Hill Vic 3215	21	1.606									0.556										1.05	1.05	1.606	0.556	0.440	0.116
Avonlea Road Bell Post Hill 3215	22	0.656								0.368											0.288	0.288	0.288	0.000	-	-
90-140 Bluestone Bridge Road, Bell Post Hill Vic 3215	23	0.541																			0.541	0.541	0.541	0.000	-	-
45 Avonlea Road, Bell Post Hill Vic 3215	24	2.025																			2.025	2.025	2.025	0.000	-	-
35 Avonlea Road, Bell Post Hill Vic 3215	25	2.025																			2.025	2.025	2.025	0.000	-	-
25 Avonlea Road, Bell Post Hill Vic 3215	26	2.025																			2.025	2.025	2.025	0.000	-	-
15 Avonlea Road, Bell Post Hill Vic 3215	27	1.81																			1.81	1.81	1.810	0.000	-	-
5 Avonlea Road, Bell Post Hill Vic 3215	28	0.3																			0.3	0.3	0.300	0.000	-	-
60 Ballan Road, Bell Post Hill Vic 3215	29	5.28	0.023	0.119													1.811			1.822	1.505	5.138	5.280	0.142	0.142	-
35-55 Ballan Road, Batesford Vic 3213	30	23.719	0.092	0.506		1.3			3.5		1.954				1.516		1.417				13.434	14.851	18.703	3.852	3.852	-
65 Creamery Road, Bell Post Hill Vic 3215	31	18.048	0.107								1.871			3.25			4.731				8.089	12.82	18.048	5.228	4.945	0.283
125 Creamery Road, Bell Post Hill Vic 3215	32	3.79											3.79									0	0.000	0.000	-	-
125 Creamery Road, Bell Post Hill Vic 3215	33	0.366											0.366									0	0.000	0.000	-	-
125 Creamery Road, Bell Post Hill Vic 3215	34	13.305			0.145								13.16									0	0.000	0.000	-	-
5 Creamery Road, Bell Post Hill Vic 3215	35	2.128		0.224																	1.904	1.904	2.128	0.224	0.224	-
15 Creamery Road, Bell Post Hill Vic 3215	36	1.825																			1.825	1.825	1.825	0.000	-	-
25 Creamery Road, Bell Post Hill Vic 3215	37	2.025																			2.025	2.025	2.025	0.000	-	-
55 Creamery Road, Bell Post Hill Vic 3215	38	2.429	0.106														1.151				1.172	2.323	2.429	0.106	0.106	-
105 Creamery Road, Bell Post Hill Vic 3215	39	11.611					11.611															0	0.000	0.000	-	-
85 Creamery Road, Bell Post Hill Vic 3215	40	3.197																			3.197	3.197	3.197	0.000	-	-
110 Creamery Road, Bell Post Hill Vic 3215	41	1.864																			1.864	1.864	1.864	0.000	-	-
120 Creamery Road, Bell Post Hill Vic 3215	42	1																			1	1	1.000	0.000	-	-
375 Ballarat Road, Batesford Vic 3213	43	12.338	0.854	0.552													3.051				7.881	10.932	12.338	1.406	1.406	-
375 Ballarat Road, Batesford Vic 3213	44	7.023		0.075											1.4						5.548	5.548	5.623	0.075	0.075	-
305 Ballarat Road, Batesford Vic 3213	45	13.078		0.038							1.703										11.337	11.337	13.078	1.741	1.741	-
341-345 Ballarat Road, Batesford Vic 3213	46	2.025		0.143																	1.882	1.882	2.025	0.143	0.143	-
335-339 Ballarat Road, Batesford Vic 3213	47	2.025		0.066																	1.959	1.959	2.025	0.066	0.066	-
SUBTOTAL		**333.231**	**8.586**	**3.822**	**0.145**	**1.3**	**11.611**	**3**	**3.5**	**41.061**	**19.011**	**8.694**	**17.316**	**12.173**	**7.398**	**2.358**	**36.683**	**0.46**	**2.684**	**3.875**	**149.554**	**195.614**	**249.200**	**53.586**	**46.391**	**7.195**
Existing Road Reserve	4	1.703	0.993		0.607																0.103	0.103				
Existing Road Reserve	48	6.793	2.967		3.826																	0				
Existing Road Reserve	49	2.841			2.607					0.234												0				
GRAND TOTAL		**344.568**	**12.546**	**3.822**	**7.185**	**1.3**	**11.611**	**3**	**3.5**	**41.295**	**19.011**	**8.694**	**17.316**	**12.173**	**7.398**	**2.358**	**36.683**	**0.46**	**2.684**	**3.875**	**149.657**	**195.717**				

27.400% Public Land Use Percentage

A2. INTEGRATED DEVELOPMENT AREA PRINCIPLES

T17. INTEGRATED DEVELOPMENT AREA PRINCIPLES

PRINCIPLES		
Context & Design Response	• Development should respond to its specific context and consider the relevant opportunities and constraints associated with the land. • Developments should create a sense of place by providing communal open spaces, gardens, artwork and playful street designs that support pedestrian activity and slow speed street environments.	• Collaboration between adjoining land and developments is encouraged to allow for cohesive and well considered design outcomes and efficient use of space such as sharing of amenities such as parking.
Built Form	• A diversity of façade treatments is encouraged. Large sections of untreated blank walls are discouraged. • The façade materiality, roof forms, treatment and articulation of buildings should provide variation and not replicate that of the adjoining neighbours. • Within the Mixed Use IDA (MUIDA), developments should be flexibly designed to enable ground floor living or work spaces that cater for residential or small scale businesses (80-100m2). Ceiling height at ground floor should enable small scale speciality retail and small office uses. • Surveillance of streets and laneways should be maximised to enable passive surveillance through internal arrangements of individual units and placement of windows and building entries and exits. • Dwellings should be designed to provide habitable rooms with views to nature, landscaped public open space or shared gardens. • Sustainable material choices are highly encouraged with preference towards up-cycled and re-purposed materials being utilized in an appropriate manner. • Built form construction and façade material selection should consider aesthetic degradation and ease of maintenance over the lifespan of the building. • Garages should not dominate building facades and provide an appropriate interface with surrounding dwellings. • Crossovers should be limited where possible. • Utilities, mechanical plant and downpipes should be concealed, located away from public view or integrated into the architectural design of the building. • Communal bicycle storage areas should be well lit and incorporate a bike repair workstation where appropriate. • Utilities, mechanical plant and downpipes should be concealed, located away from public view or integrated into the architectural design of the building.	• Communal bicycle storage areas should be well lit and incorporate a bike repair workstation where appropriate. • New buildings should have zero front wall setbacks to the CCC. A setback of no more than 2.4 metres may be appropriate where it can be demonstrated that the development will contribute positively to the streetscape and will not impact the amenity of adjacent land uses and buildings. • Where a site is located on a corner, new buildings within the IDA, as shown on *Plan 8 Housing*, should be setback a minimum of 2 metres to enable the incorporation of appropriate landscape treatments. This setback may be reduced where the treatment of a side wall incorporates visually interesting elements, contributes positively to the streetscape and will not impact on the amenity of adjacent land uses. • Buildings should have a minimum of 2 storeys and no more than 6 storeys. • New developments should address the street frontage, by including the following elements in the design: - Locating pedestrian generating activities at the front of the building to promote active street frontages. - Building entrances which are clearly visible and located at the same level as the public footpath. - Clearly delineated visitor access points to the building. - Design to cater equitable access, including allowing mobility impaired access. • New developments should include design elements which protect the amenity of and visually enhance areas of open space and the residential interface. • Mixed use developments should encourage a consistent retail street frontage by avoiding residential development at the ground floor level in accordance with *Table 3 Housing Delivery Guide*. • The interface between IDA and CRA should allow for a respectful transition of built form setbacks and consider amenity impacts including overshadowing and overlooking.
Movement Network	• Consolidated parking and vehicle access points are encouraged. • A wayfinding strategy that provides a clear legible and safe environment for active transport should be included with any permit application to ensure a seamless, safe and attractive public realm that promotes walkability for all users. • Lighting should be provided throughout the street network and public realm.	• Ground floor dwellings and non-residential spaces should have individual entry points that connect directly to the street network (i.e., not within garages). • The design of super lots within a subdivision should provide safe and effective internal vehicle and pedestrian circulation.
Land Use	• Small non-residential uses (corner shops, offices or cafes) are encouraged in Mixed Use IDA (MUIDA).	• Community gardens to support local food production are encouraged.
Amenity	• Any permit application must outline how the proposal seeks to mitigate traffic noise. • Placement of balconies should ensure visual connection to the street is maintained as much as possible. • The design and layout of buildings should minimise the need for privacy screens.	• Waste storage areas should be located and designed to not be visible from public areas and streets. • Mixed use developments should be designed to avoid conflict between residential and commercial tenants in the future. • The design of super lots within a subdivision should provide active interfaces with adjacent streets.
Public Realm & Open Space	• The development should use integrated water management strategies such as permeable surfaces to minimise runoff and capture water to support greening and canopy trees. • The design of super lots within a subdivision should provide connections to open space.	• Fencing to key streets is discouraged. Where front fencing is proposed, it must be low in height (1.2-1.5 metres high) and be visually permeable (at least 50%). Areas of tall impermeable fencing abutting the public realm are not supported.

A3. COMPLETE STREETS
A3.1 STREET TYPE & ATTRIBUTES

T18. STREET TYPES & ATTRIBUTES

The table below provides guidance on how the different street types can be used to develop a network of streets and roads.

STREET TYPE	LANEWAY (8M)	MICRO STREET (10M)	PEDESTRIAN STREET (10M & 16M)	PARKING STREET (16M)	LOCAL ACCESS 1 (16M)	LOCAL ACCESS 2 (20M)	CONNECTOR (MODIFIED URBAN)	CONNECTOR (SUBURBAN) (25M)	CONNECTOR (URBAN) (25M)	CLEVER & CREATIVE CORRIDOR (34M)	CLEVER & CREATIVE CORRIDOR (ACTIVITY CENTRE) (20M)	EVANS ROAD (CLEVER & CREATIVE CORRIDOR) (20M)	CONSERVATION INTERFACE STREET (20M)
PURPOSE	To provide car access to enable car-free frontage streets, providing streets for people.	To provide an inviting shared environment where private vehicles are permitted as guests.	To provide streets for people which also serve as a public 'backyard' space.	To provide a safe and amenable street environment that can accommodate on-street parking at the periphery of Micro Street and Pedestrian Street clusters.	To provide the option for residential neighbourhood streets that prioritise private vehicles.	To provide the option for residential neighbourhood streets that accommodate local bus services, noting no dedicated cycling infrastructure	To provide a primary connection for people and goods through the centre of Activity Centre that creates a main street experience with very high place quality.	To connect neighbourhoods and link local streets to the Clever and Creative Corridor and the external arterial road network through residential areas. To provide safe and direct places to walk, ride, drive between neighbourhoods and local centres.	To provide streets that serve as a destination and a place to stay and dwell. To support an urban environment which seeks to provide non-residential ground floor uses and accommodate on street parking. The street type seeks to provide connections between focal points in local neighbourhoods.	To provide a dedicated public and active transport corridor which promotes the use of sustainable transport as the most direct route connecting activity centres.	To provide a slow speed, car free environment that prioritises people and public transport as the Clever and Creative Corridor travels through the activity centre.	To provide the principal connection for the local movement of people, vehicles and goods between the Northern and Western Geelong Growth Areas.	To provide an amenable interface to conservation areas that provides accessto walking and cycling routes for transport and recreation.
APPLICATION	Clever & Creative Corridor Micro streets Pedestrian streets. Nb: Mandatory for 7.5m frontage width	In conjunction with laneways, pedestrian streets and generally all local streets.	In conjunction with laneways, pedestrian streets and generally all local streets providing highly permeable places for people.	On the perimeter of walkable clusters comprised of Micro Streets and Pedestrian Streets (ideally within 5min walking distance / 400m).	For all local street areas.	For local Streets with bus services.	To provide connections to, and provide a focal point for Activity Centres. The street is a key community destination and place to meet, stay and dwell.	Connections between neighbourhoods and major local destinations on corridors with bus services and traffic volumes of up to 7,000 vehicles per day.	Main street connections through local activity centres with bus services and traffic volumes of up to 10,000 vehicles per day.	As nominated in the Plan 5 Future Urban Structure and Plan 12 Street Network.	As nominated in the Plan 5 Future Urban Structure and Plan 12 Street Network.	As nominated in the Plan 5 Future Urban Structure and Plan 12 Street Network.	Streets adjoining a conservation area.
DOES THIS STREET SUPPORT CROSSOVERS?	Yes	Limited	No	Yes	Yes	Yes	No	Yes	No	No	No	Yes	Yes
TYPICAL LOT FRONTAGE WIDTH	5-15m Nb: Read in conjunction with 56.06-8	5-15m Nb: Read in conjunction with 56.06-8	5-15m Nb: Read in conjunction with 56.06-8	10m +	10m +	15m +	5m +	5m +	5m +	5m +	5m +	N/A (within a conservation area)	15m+
TARGET SPEED (NOT POSTED SPEED)	10 km/h (shared)	10 km/h (shared)	NA	30 km/h	30 km/h	40 km/h	30 km/h	40 km/h	40 km/h	40 km/h vehicles 60 km/h bus	30 km/h bus	40 km/h within PSP boundary	40 km/h
NOTIONAL VEHICLE TRAFFIC VOLUME	< 300 vpd (per Cl 56.06-8)	< 1,000 vpd (per Cl 56.06-8)	N/A	1,000 - 2,000 vpd (per Cl 56.06-8)	1,000 -2,000 vpd (per Cl 56.06-8)	2,000-3,000 vpd (per Cl 56.06-8)	3,000-10,000 vpd	3,000 - 7,000 vpd (per Cl 56.06-8)	3,000 -10,000 vpd	15,000 vpd Maximum	Buses & emergency vehicles only	Up to 20,000 vpd	2,000 - 3,000 vpd (per Cl 56.06-8)
BUS CAPABLE	No	No	No	No	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
MAXIMUM BLOCK LENGTH FOR SUBDIVISION DESIGN	<120m	<120m	<120m	120m	120m	120m	120m	120m	120m	240m	120m	240m	120m

T19. INTERSECTION REQUIREMENTS

	ARTERIAL	CCC	CONNECTORS	OTHER
Unsignalized intersections	N/A	Wombat crossings at all legs of intersections with local access streets.	At intersections with roundabouts, wombat crossings at all legs. At other intersections, wombat crossings across minor street only.	Wombat crossings at all legs of intersections with roundabouts.
Midblock	N/A	Wombat crossings at entry points to all key destinations (e.g., schools, community facilities, activity centre, local parks).		Wombat crossings at entry points to key destinations to the satisfaction of the Responsible Authority.

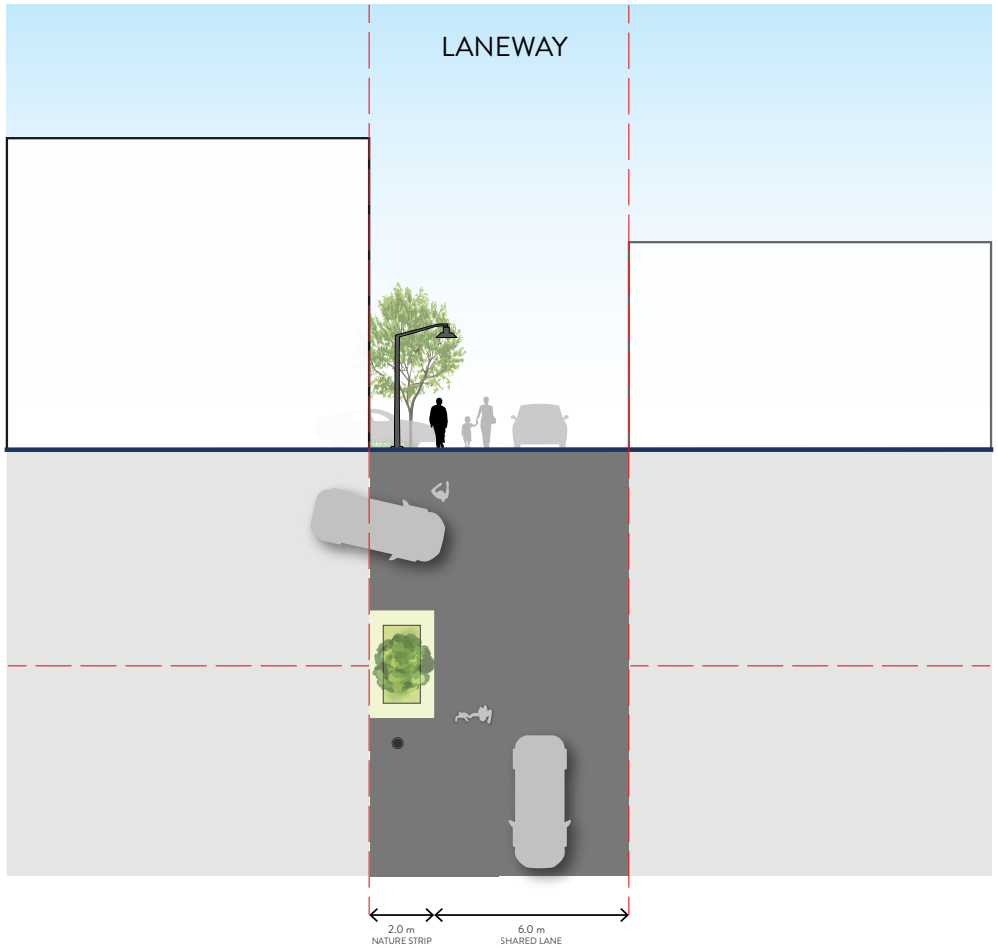
T20. COMPLETE STREETS GENERAL REQUIREMENTS

GENERAL	
1	Intersections should be designed with compact geometry to improve pedestrian safety and legibility generally in accordance with intersections within the *Appendix 3.3 Street Intersections*. Infrequent large vehicles (including emergency vehicles, delivery trucks, rubbish collection vehicles) will be expected to make turns by using multiple lanes, including adjacent or opposing lanes.
2	Slip lanes must not be provided on local streets or in areas of high pedestrian activity such as the NAC Precinct, along the CCC, connector streets and abutting community uses.
3	Speed bumps must be used to enforce slow speeds (e.g. 10 km/h). Wombat crossings on minor road's to an intersection must use the following ramp gradients to enforce slow speeds: • Ramp gradients on bus-capable roads, must be as steep as practical to achieve slow speeds. • Surfaces on shared streets must comply with the Disability Discrimination Act, and include other measures used to ensure low vehicle speeds are enforced. • Ramp gradients approaching wombat crossings must be between 1:20 and 1:16.
4	Vision impaired guidance, including tactile ground surface indicators must be applied: • To achieve best practice to denote hazards such as street crossings, provide wayfinding, and guide pedestrians to the kerb. • Ground surface indicators should be of a contrasting colour to ensure contrast and maximise visibility.
CLEVER AND CREATIVE CORRIDOR (CCC)	
5	Controlled intersections and crossings (signalised or wombat crossings) must be provided at frequent intervals between key destinations to ensure safe navigation.
6	At all unsignalized intersections on the CCC and areas that experience pedestrian activity such as adjacent to the NAC, (schools and open space areas), wombat crossings must be used on both sides to provide pedestrian and cyclist priority.
7	Motor vehicles will only be permitted to travel across the CCC at signalised intersections. Other intersections are left-in, left-out for motor vehicles but permit pedestrians and cyclists to cross the CCC.

T21. TRANSIT & TRANSIT STOP DESIGN REQUIREMENTS

TRANSIT DESIGN REQUIREMENT	ALONG CCC	ALONG OTHER BUS ROUTES
Bus stops to be provided between cycling lanes and bus route to the satisfaction of DoT or relevant authority	Bus stops are provided in the CCC median to the satisfaction of DoT.	Where cycling lanes are provided (i.e.,connector roads), the bus stop is to be between these lanes and the traffic lane to the satisfaction of DoT. Pedestrian priority crossing the cycling lane must be provided.
Signage and/or line marking to be provided on approach to bus stops for cyclists	Signage to be provided at pedestrian and cyclist crossing points of the transit lanes to remind these users to give way to buses.	Signage and line marking to be provided on approach to bus stops to remind cyclists and drivers to slow down.
Bus stops must form part of the trafficable lane (not indented)	N/A.	Yes.
All-weather shelters, bins, seating, electronic service information and landscaping to be provided at stops	Yes.	

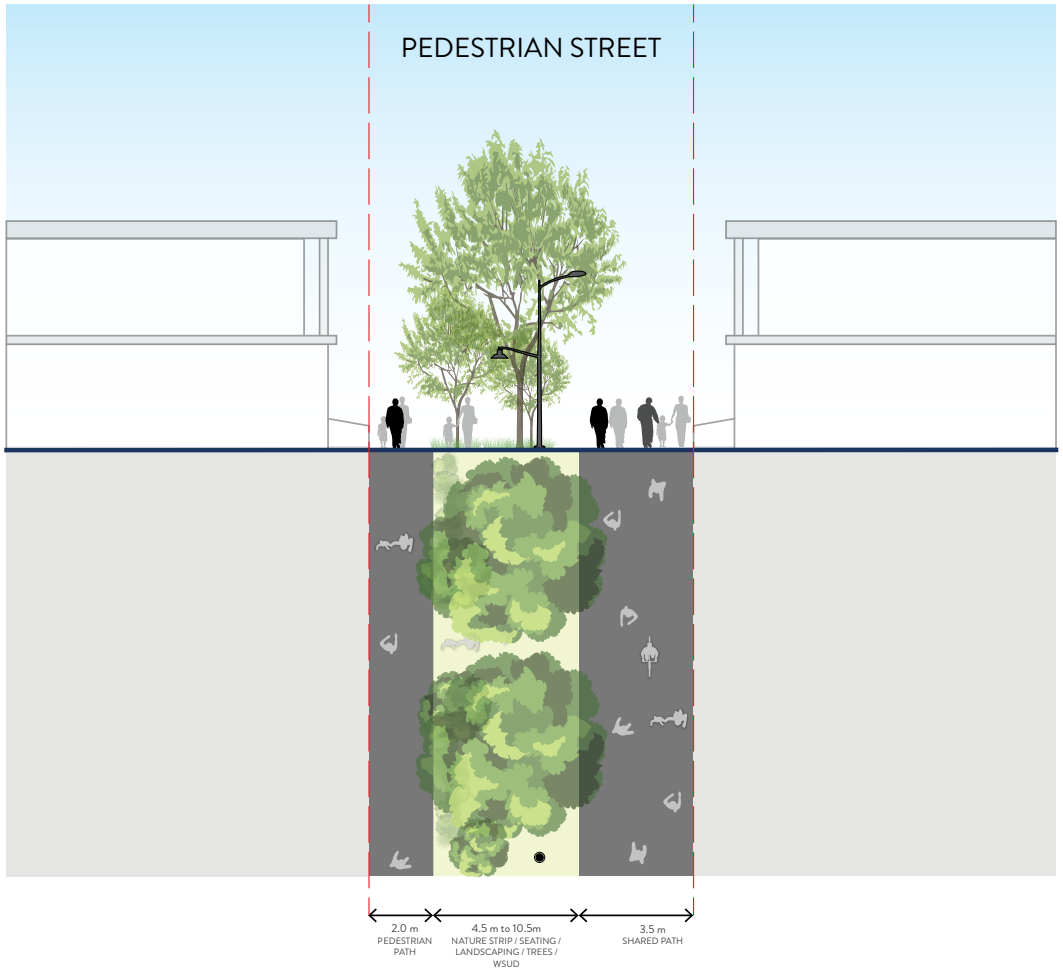
A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 1	8.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

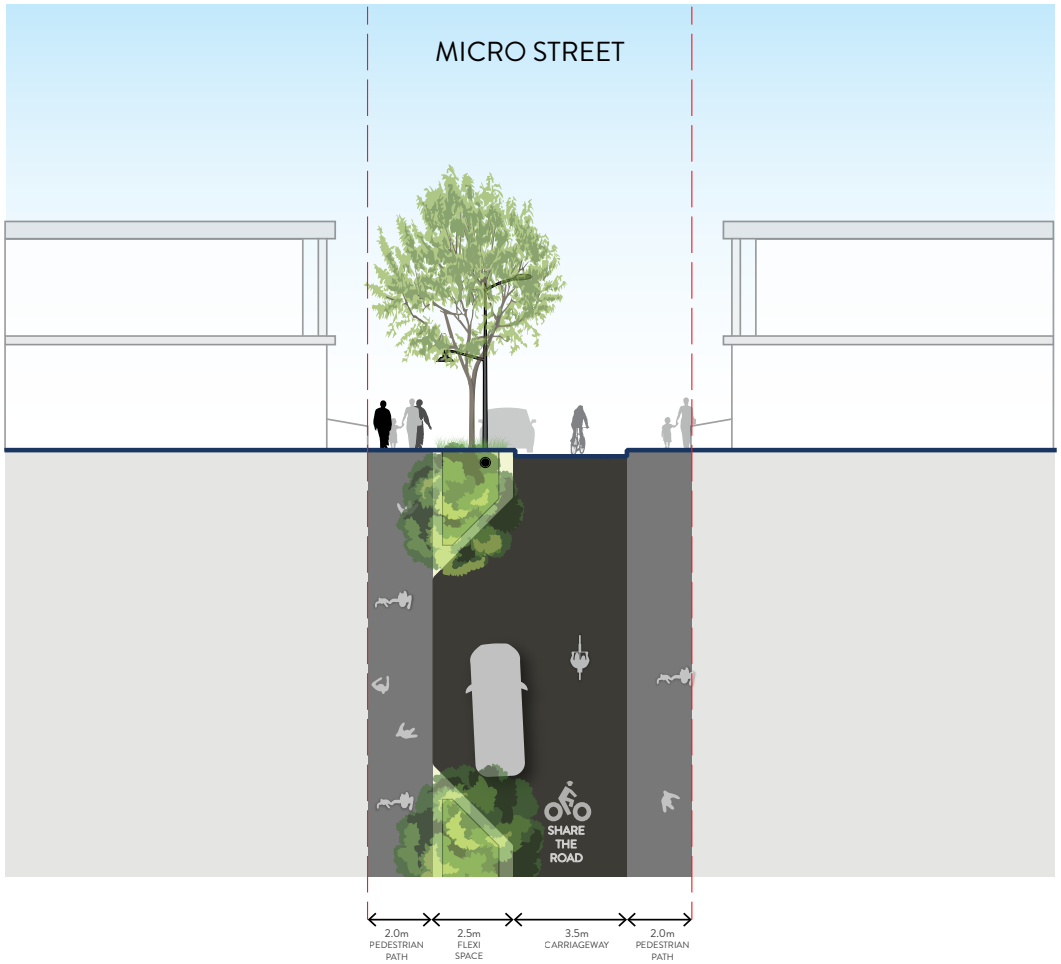
A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 2	10.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 3	10.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 4A	16.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

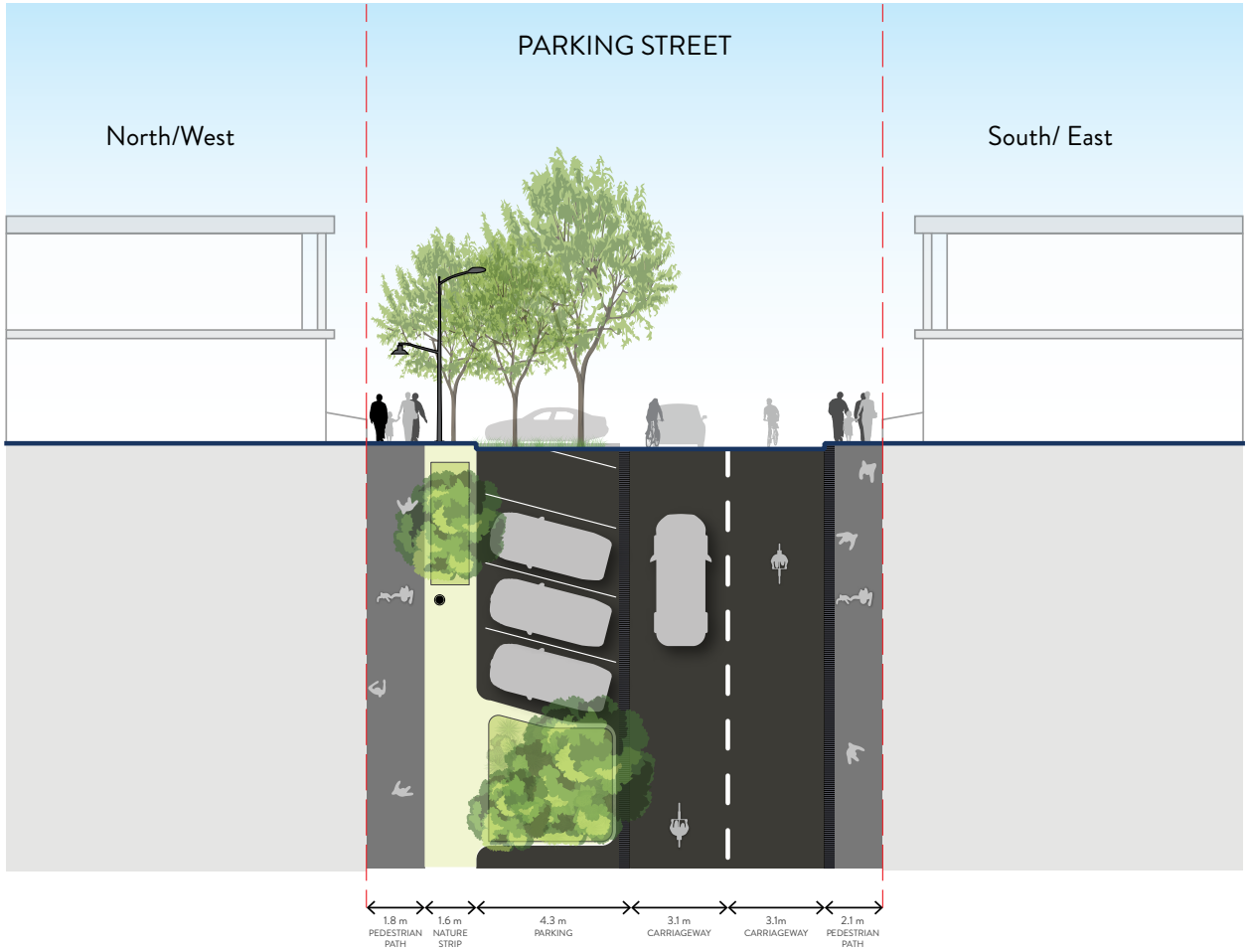
A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 4B	20.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

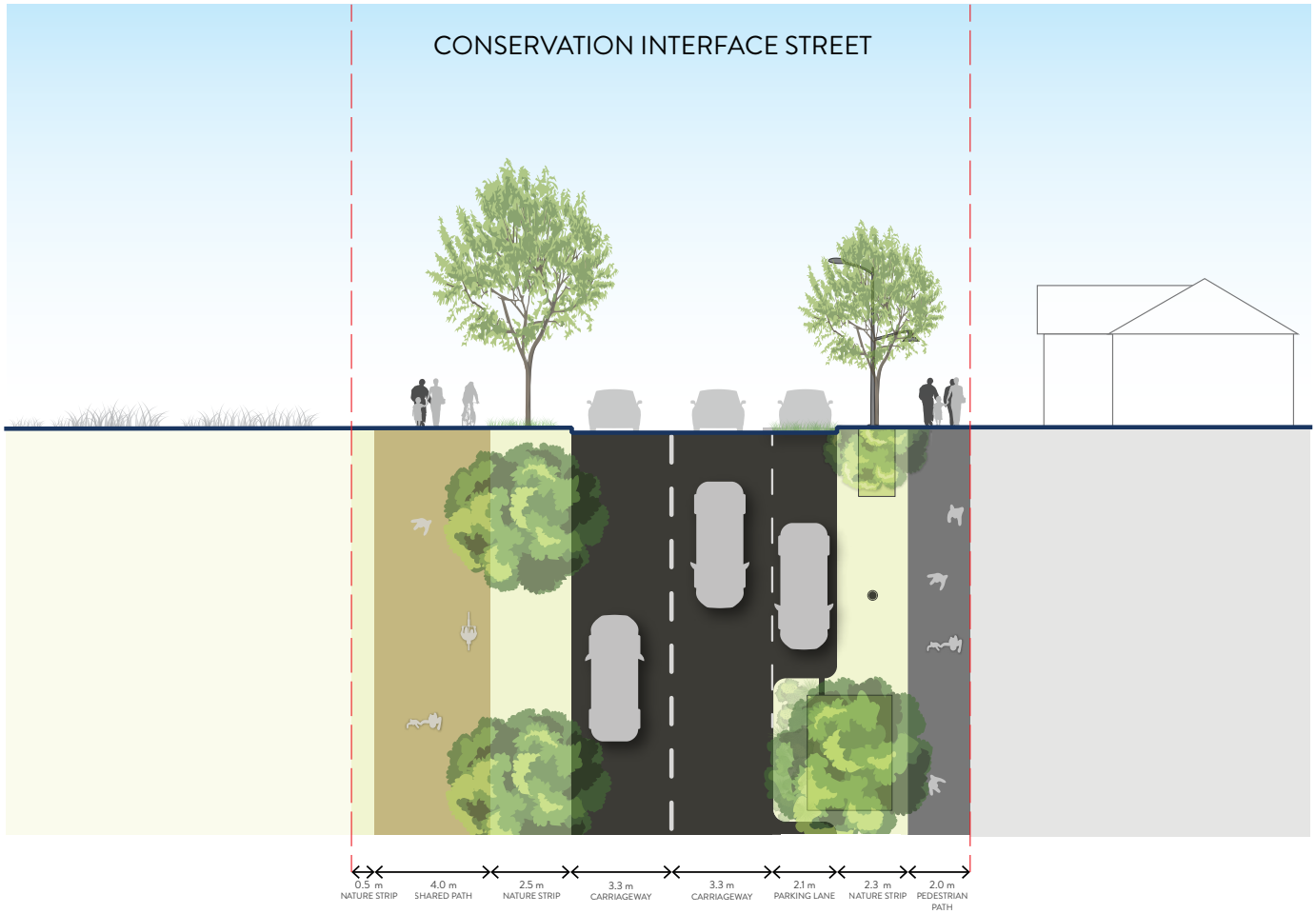
A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 5	16.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

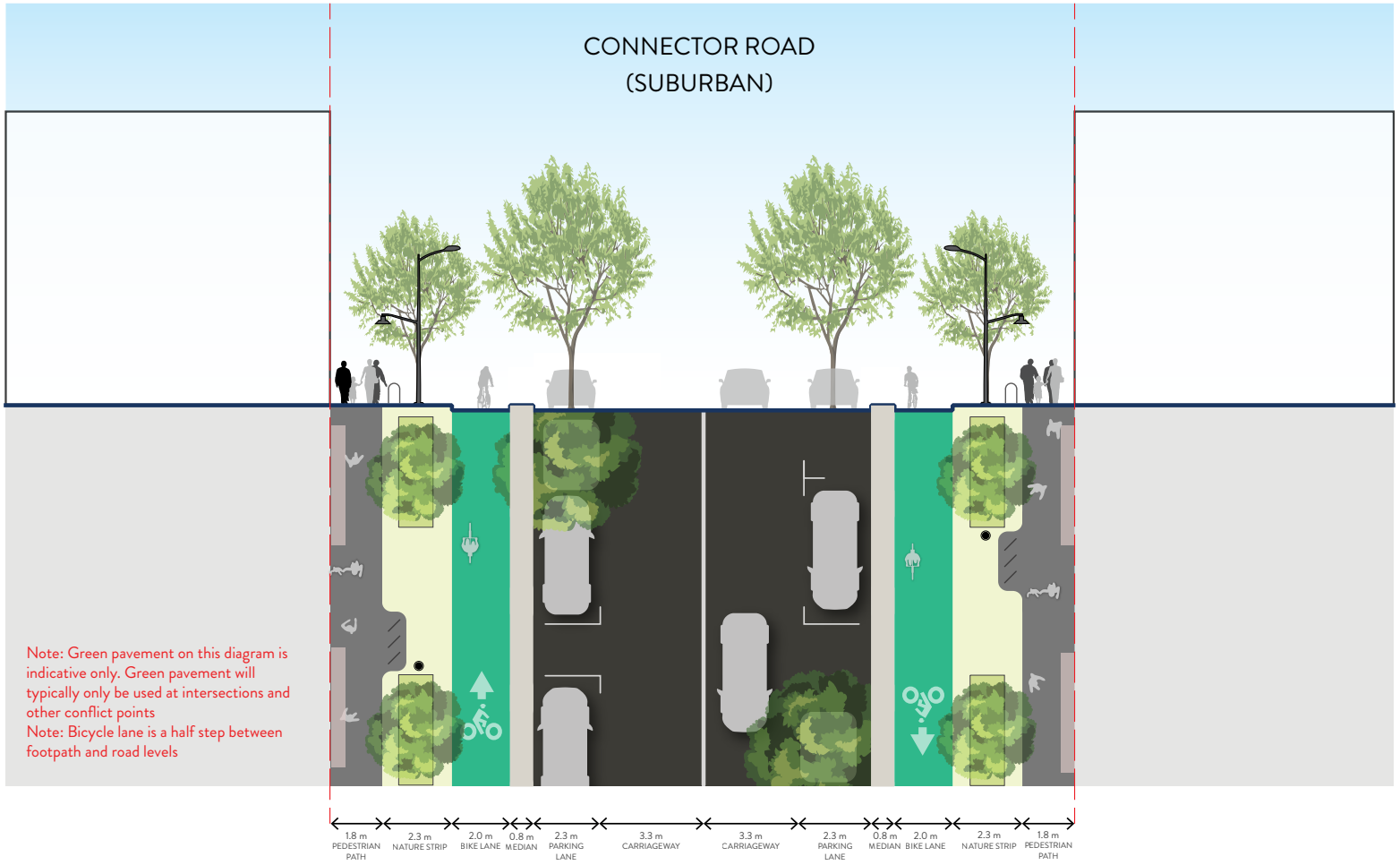
A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 6	20.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

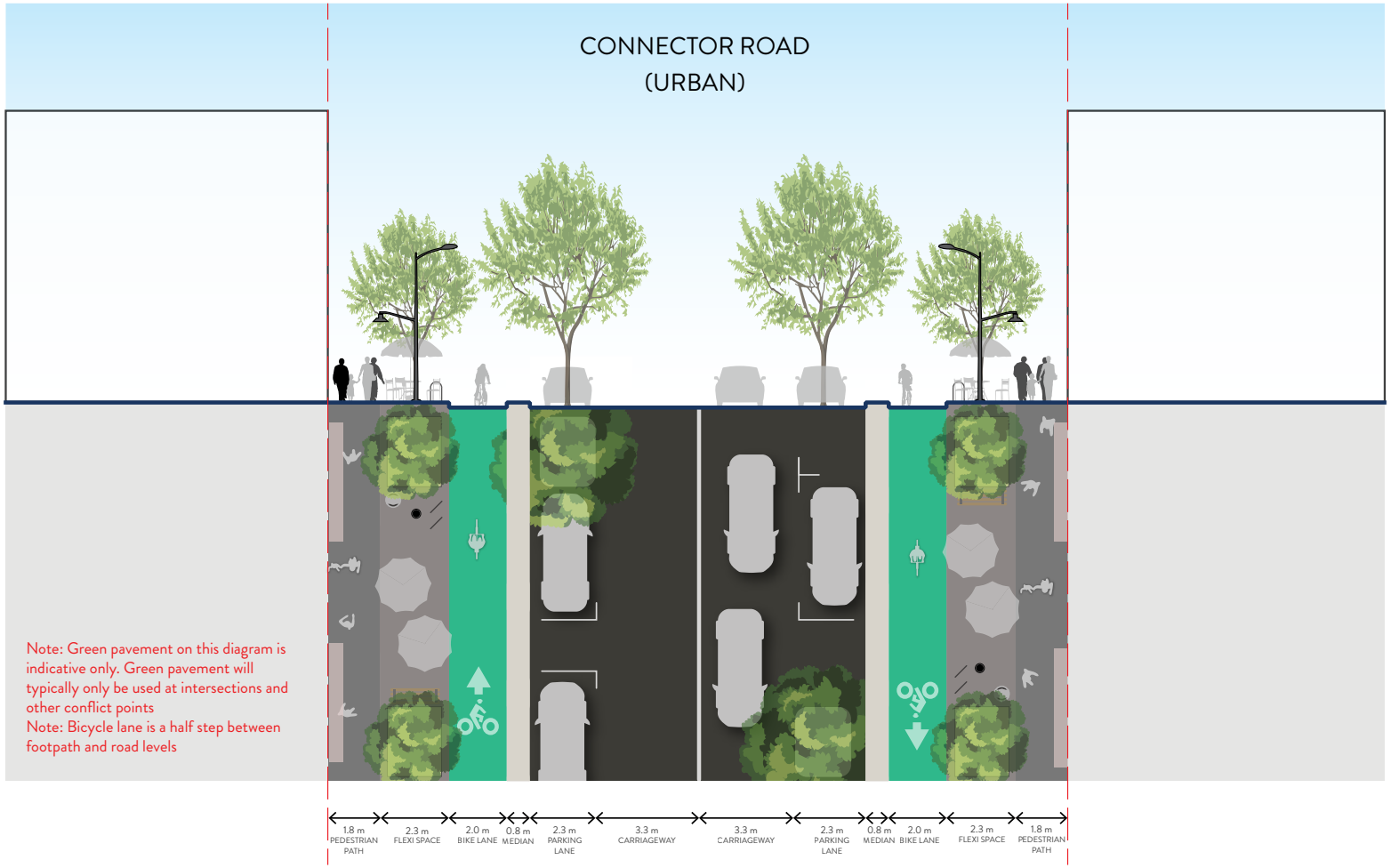
A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 7A	25.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

A3.2 STREET TYPES & CROSS SECTIONS

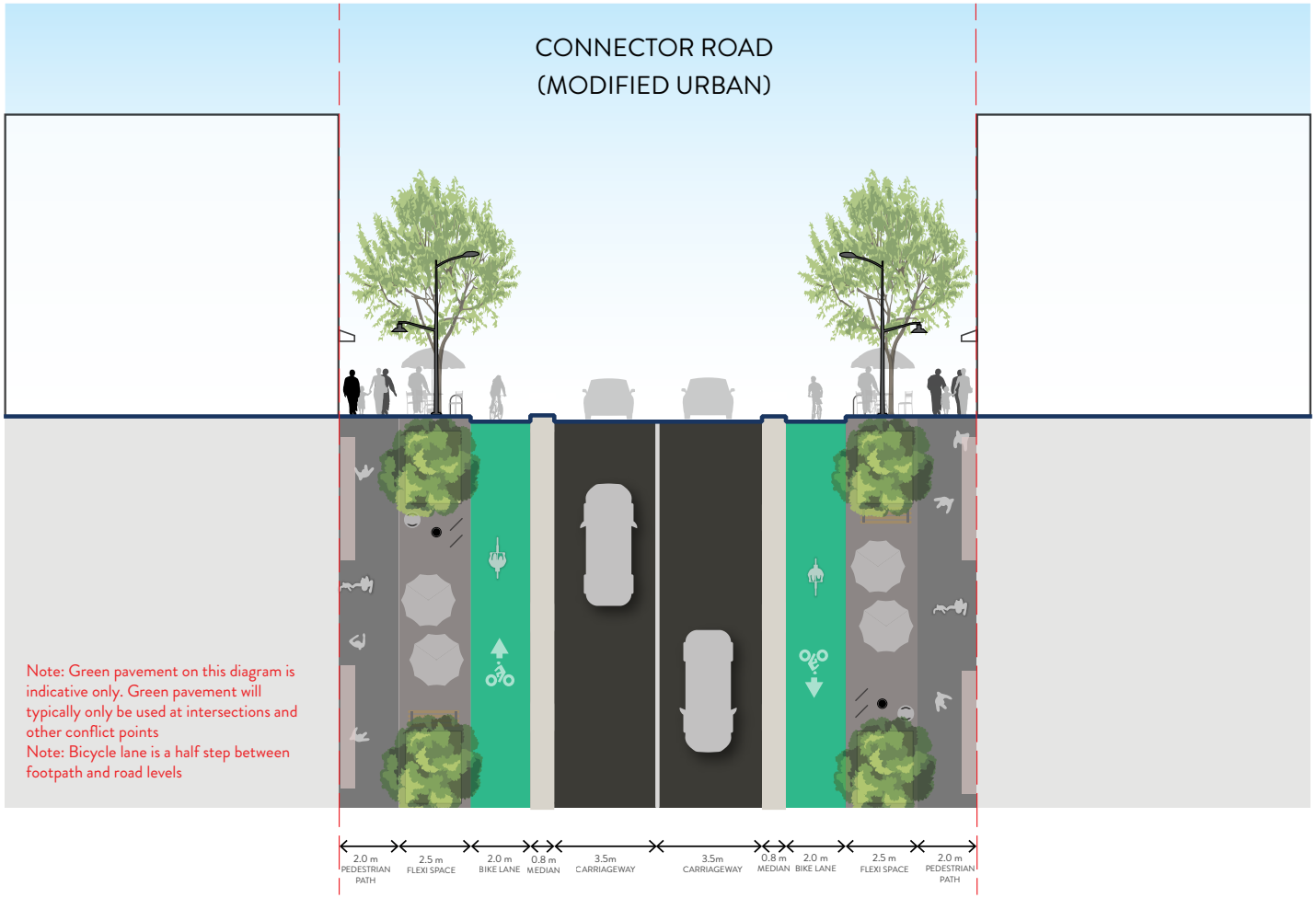


Note: Green pavement on this diagram is indicative only. Green pavement will typically only be used at intersections and other conflict points
Note: Bicycle lane is a half step between footpath and road levels

Cross-Section 7B	25.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

A3.2 STREET TYPES & CROSS SECTIONS

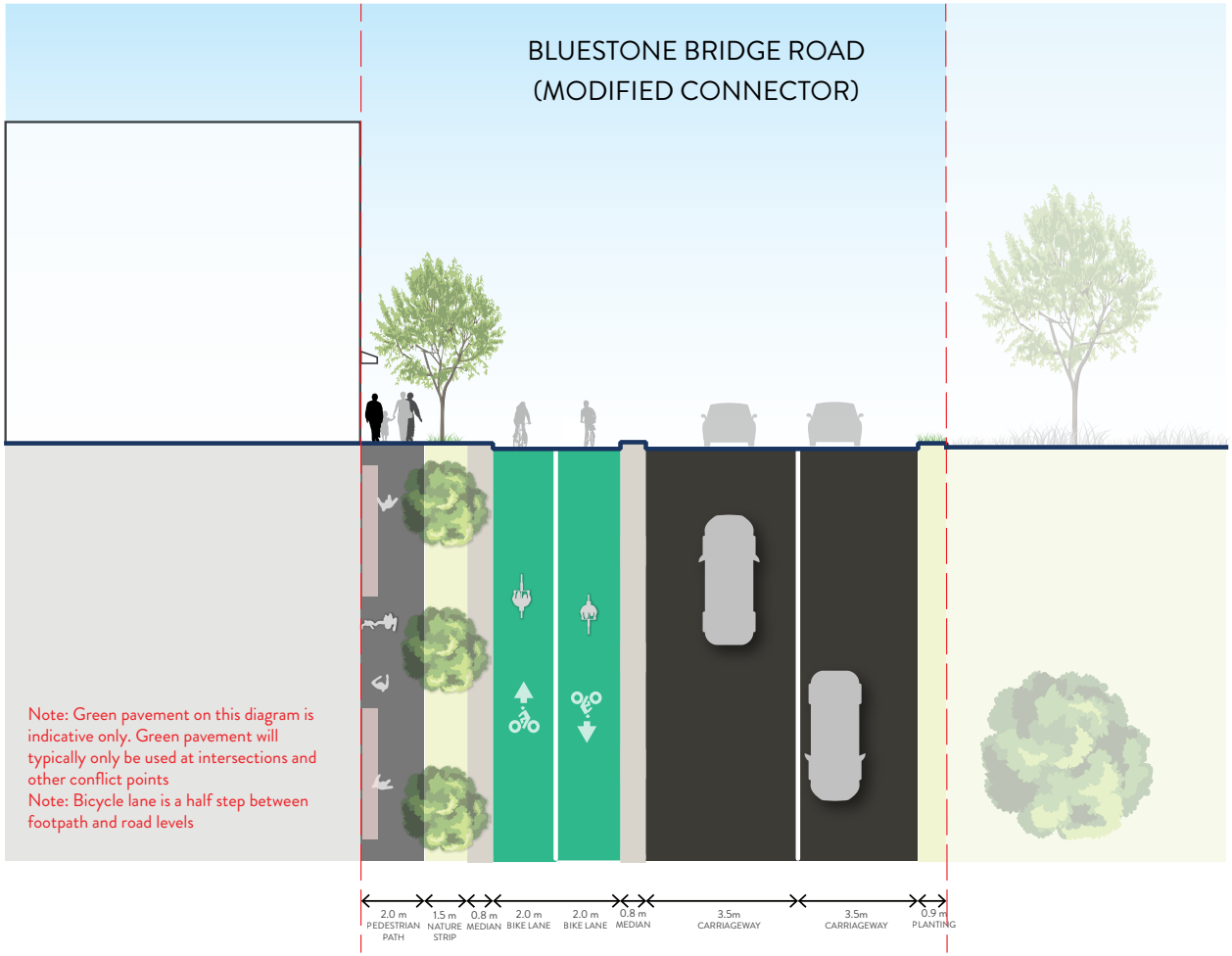


Note: Green pavement on this diagram is indicative only. Green pavement will typically only be used at intersections and other conflict points
Note: Bicycle lane is a half step between footpath and road levels

Cross-Section 7C	21.6m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

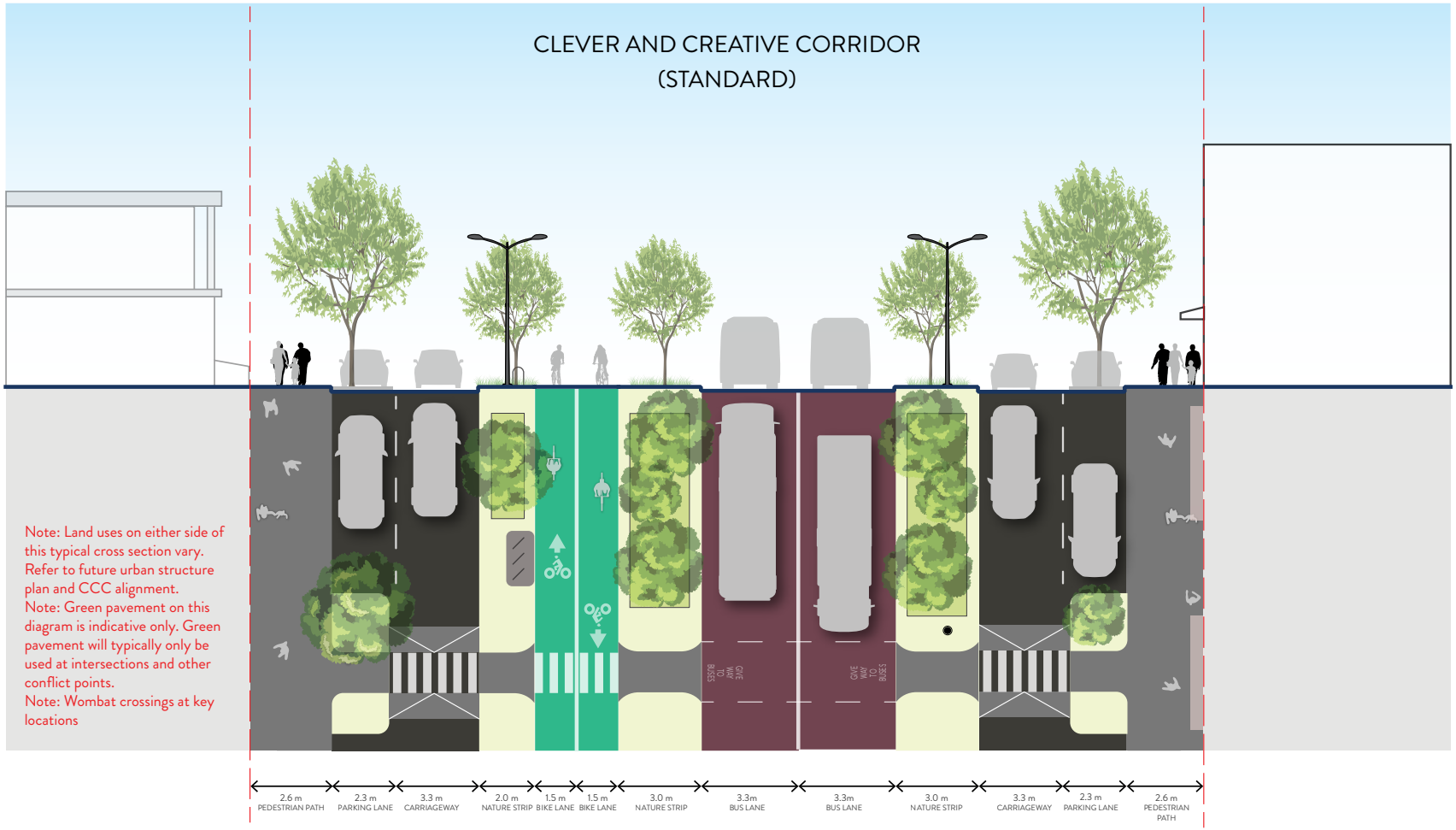
A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 8	17.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

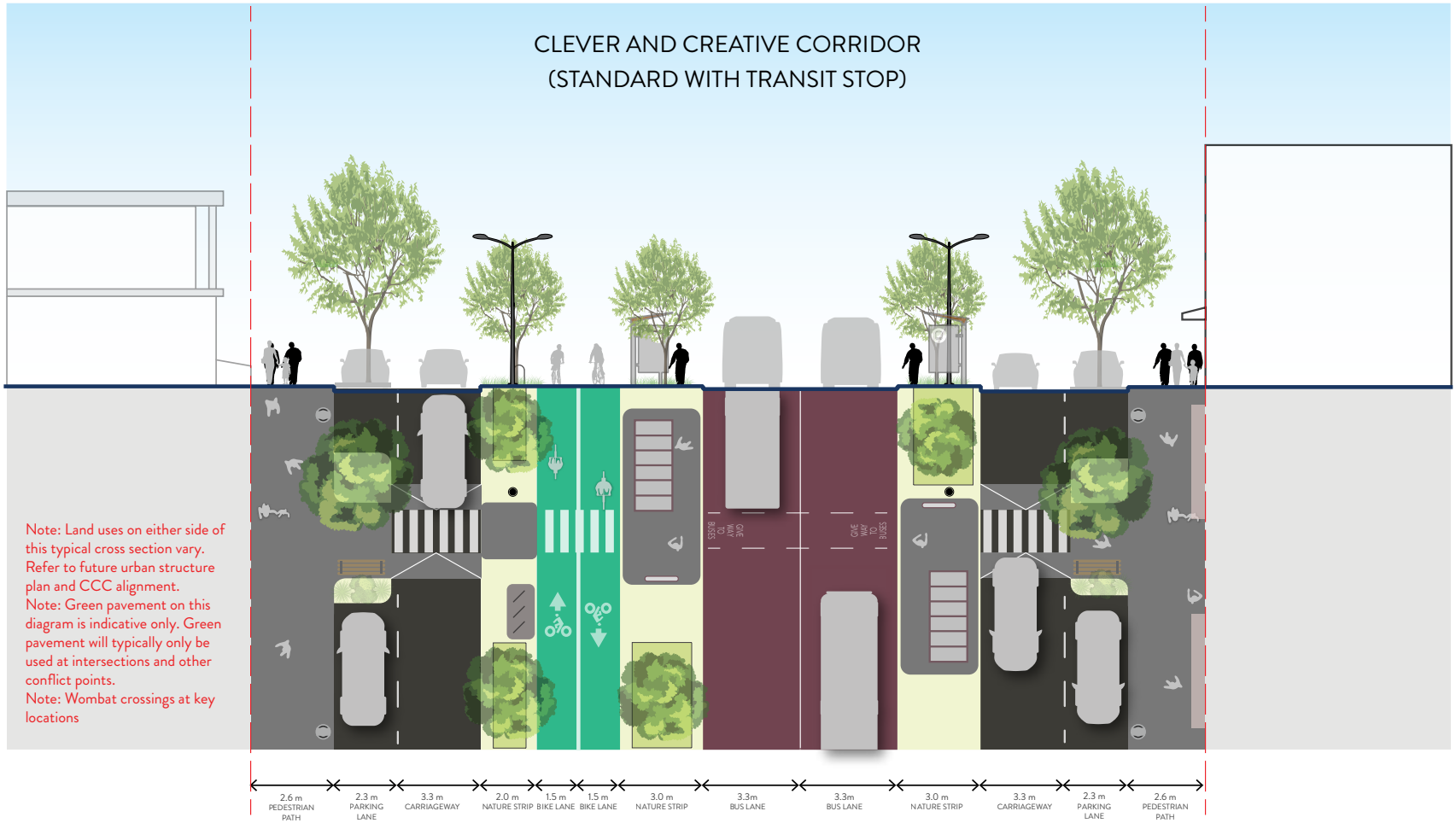
A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 9A	34.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

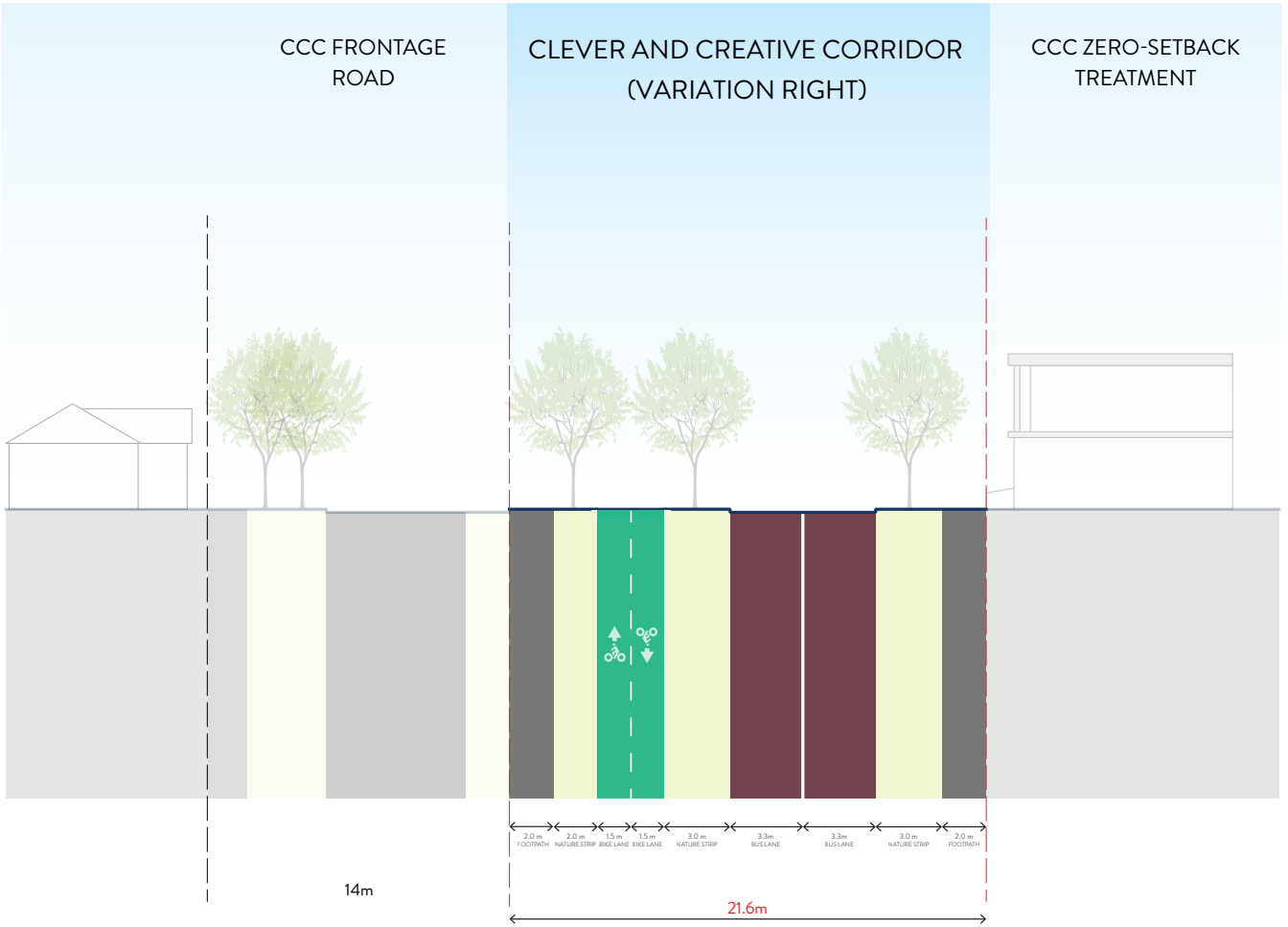
A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 9B	34.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

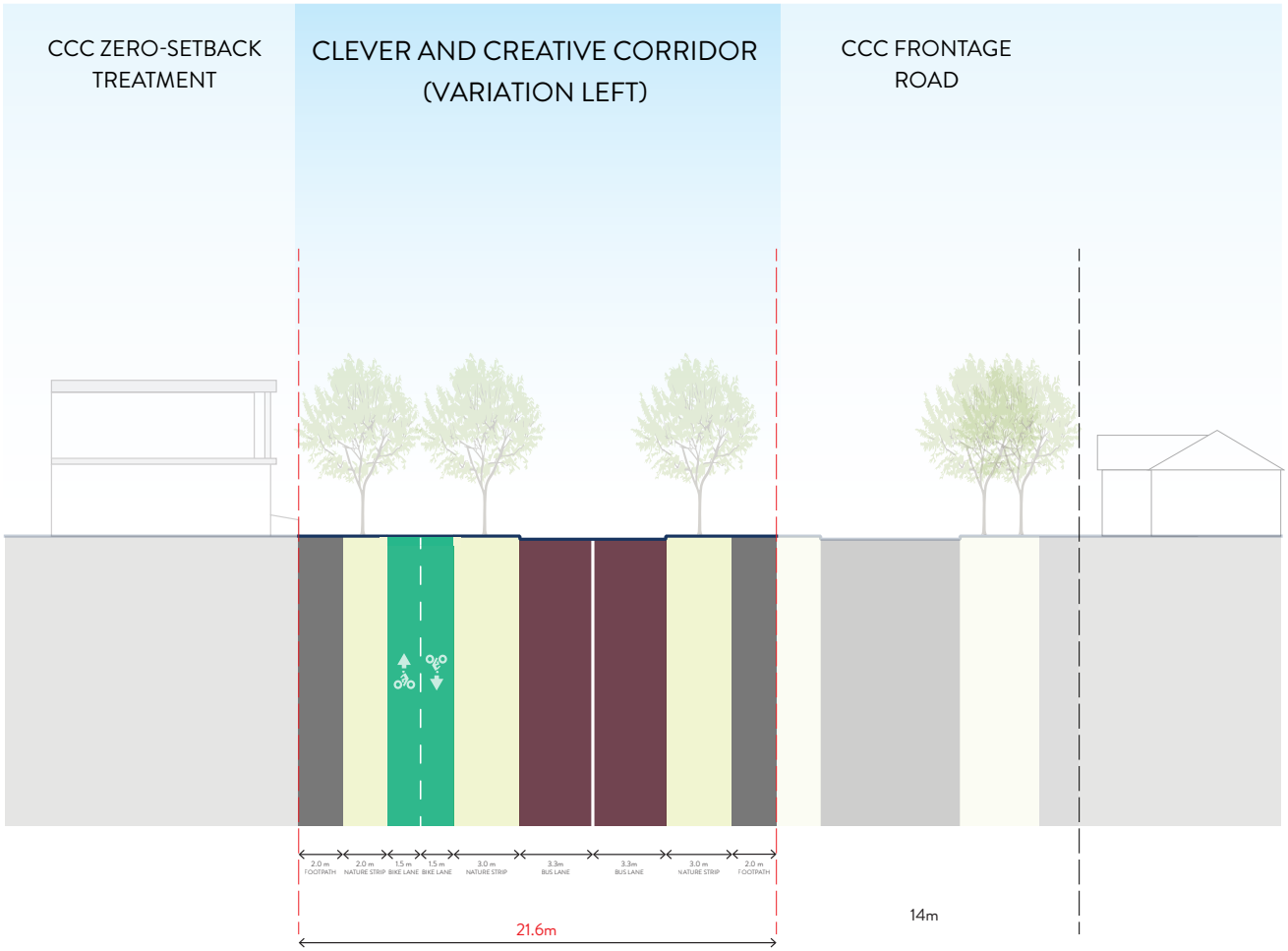
A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 10A	21.6m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

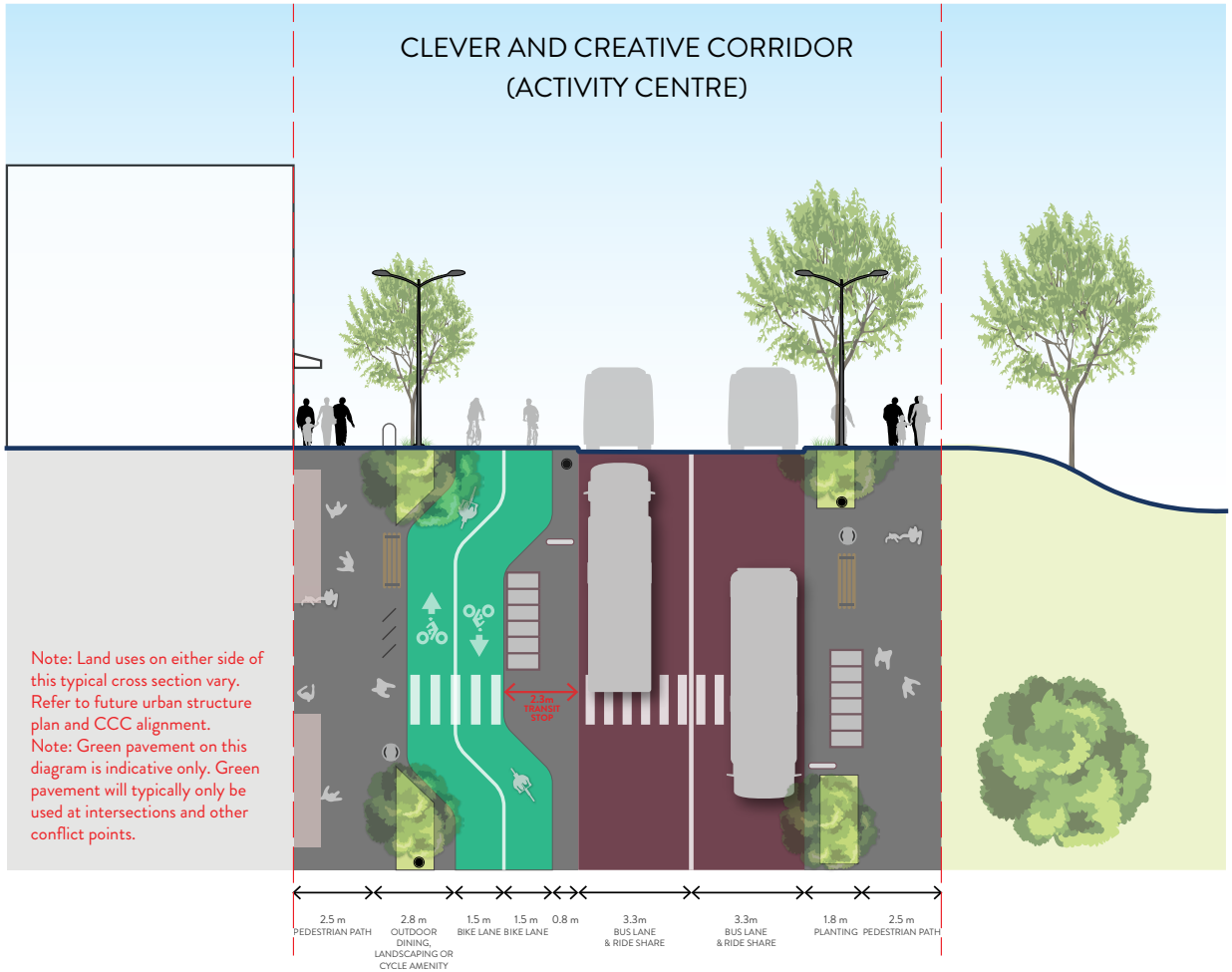
A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 10B	21.6m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

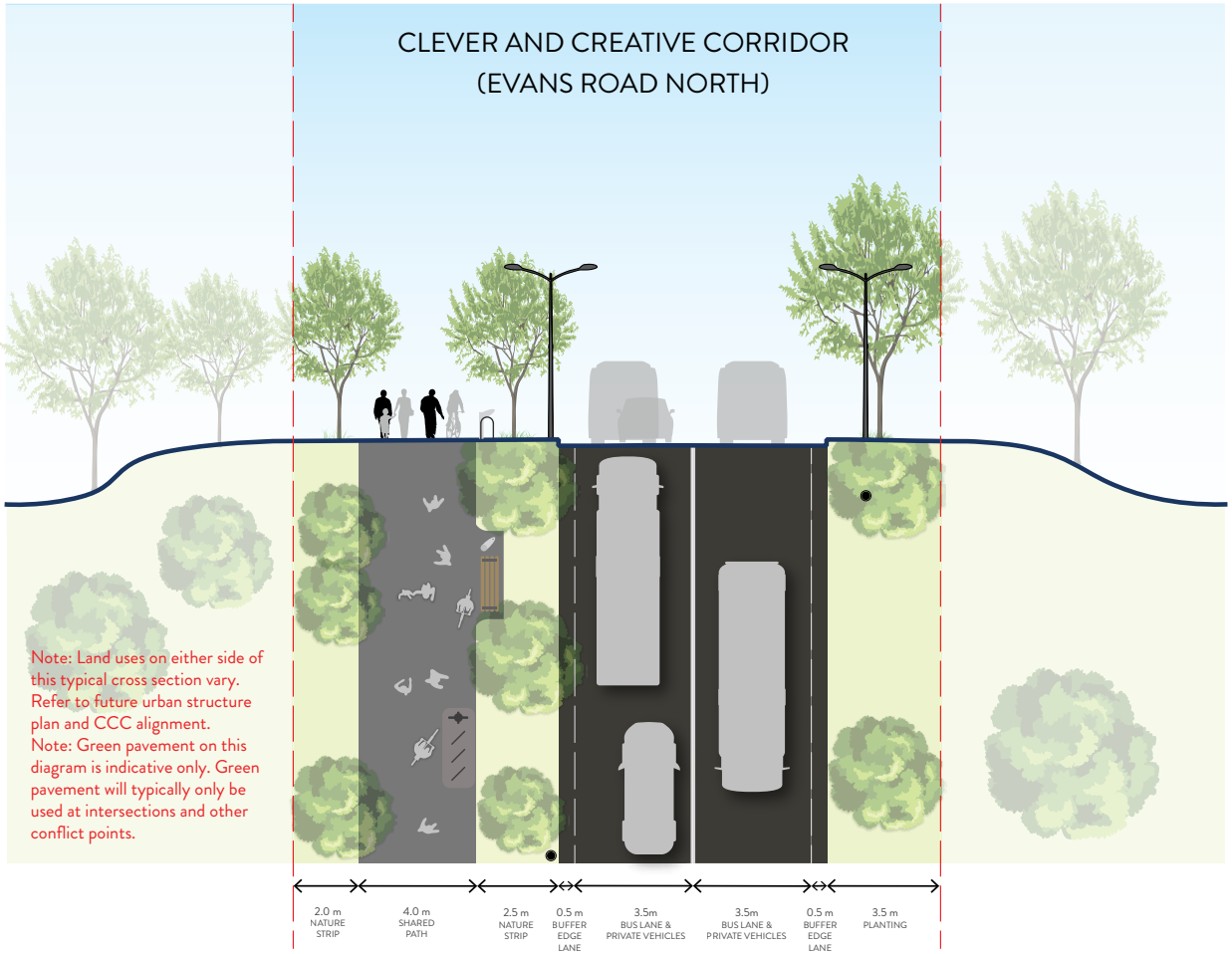
A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 11	20.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

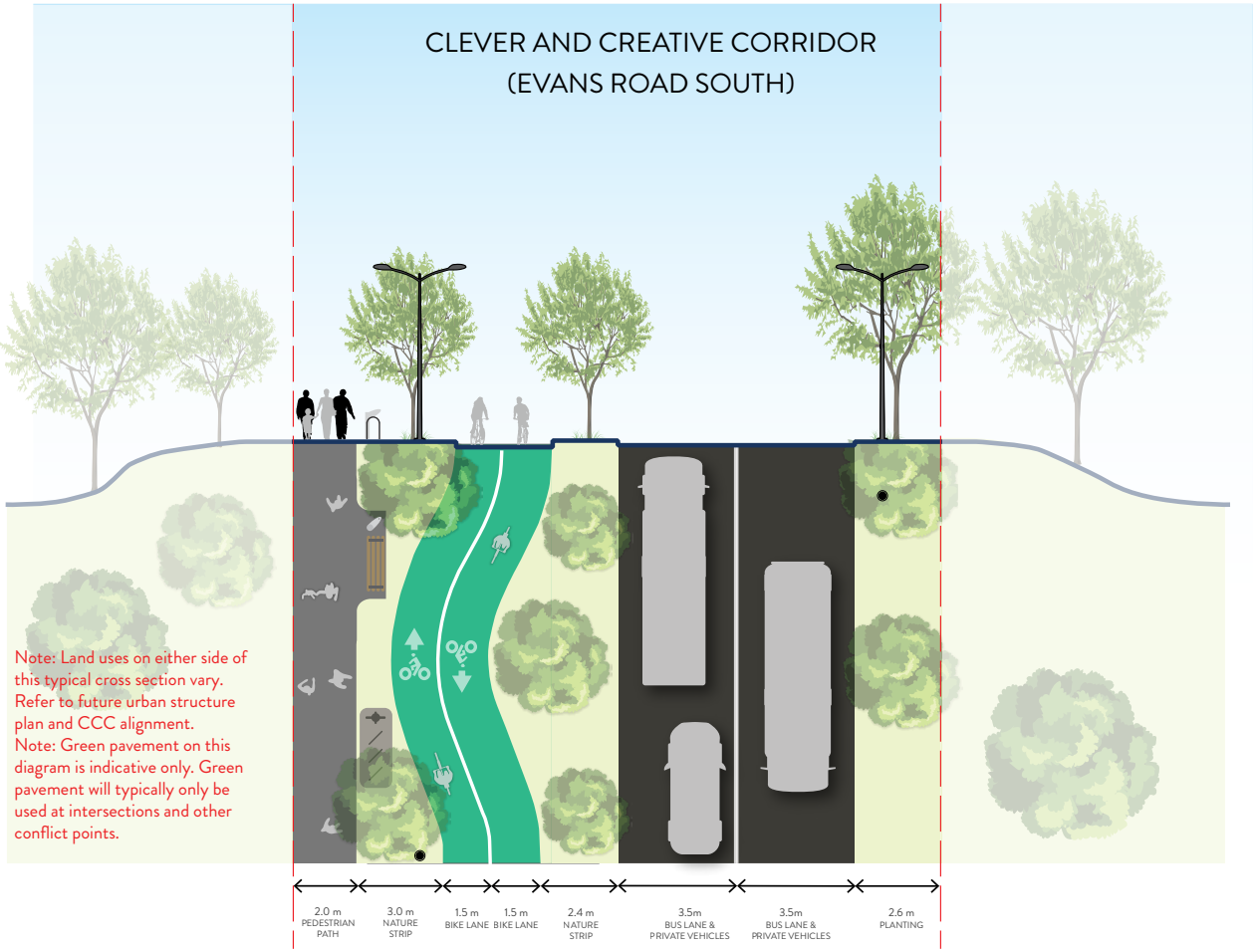
A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 12A	20.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

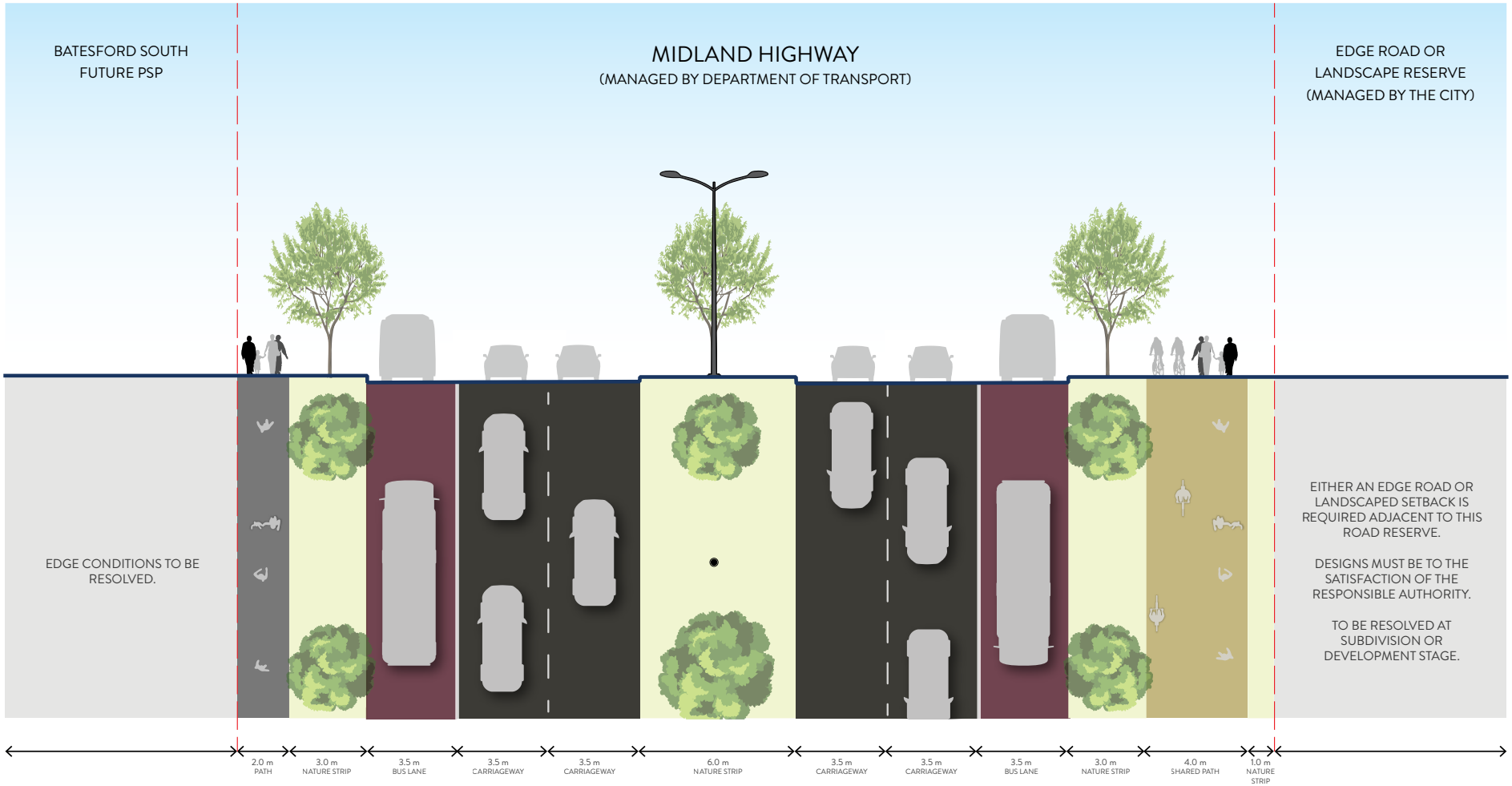
A3.2 STREET TYPES & CROSS SECTIONS



Cross-Section 12B	20.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

A3.2 STREET TYPES & CROSS SECTIONS

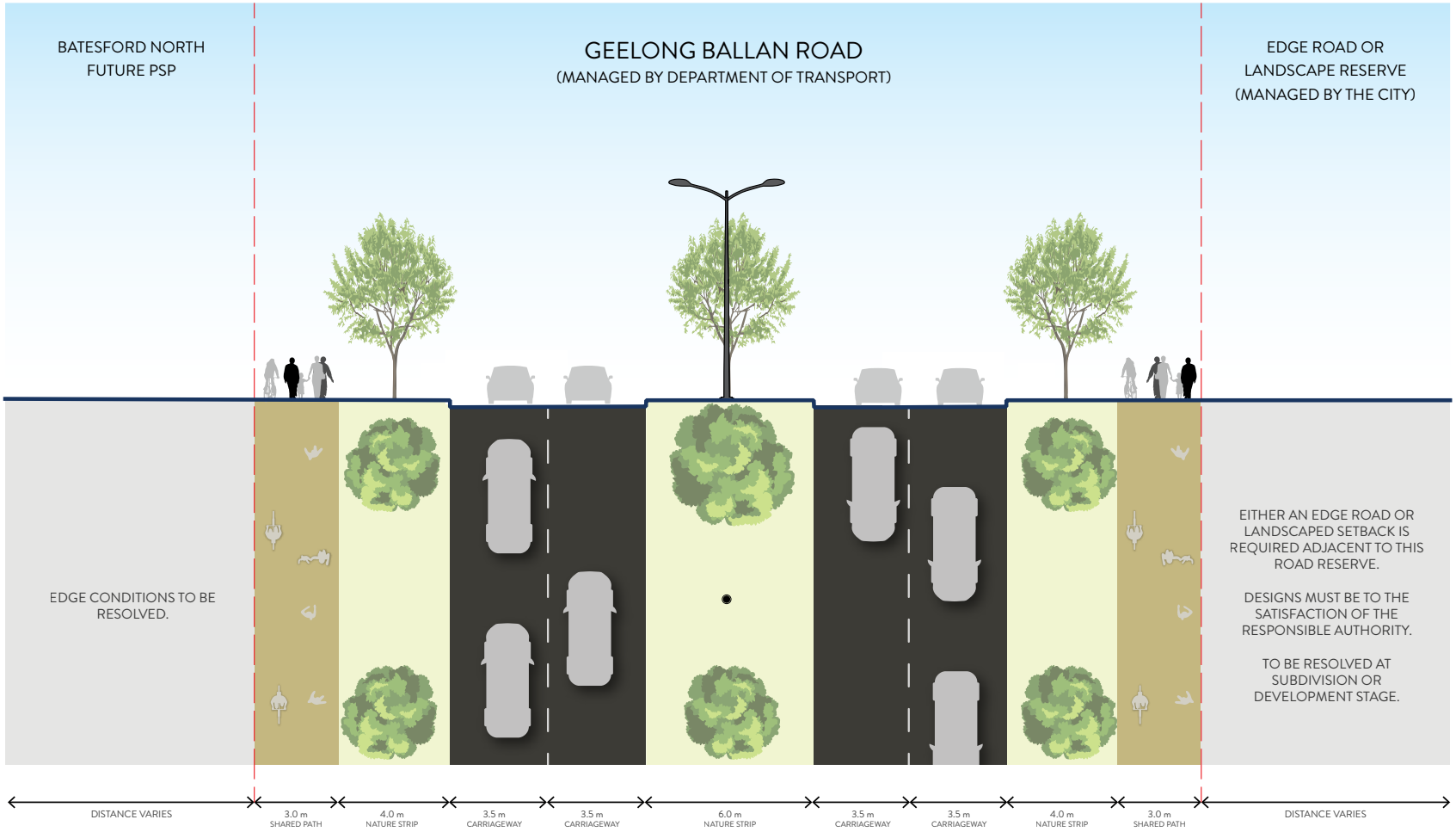


Note: Landuses on either side of this typical cross section vary. Refer to future urban structure plan.

Cross-Section 13	40.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

A3.2 STREET TYPES & CROSS SECTIONS



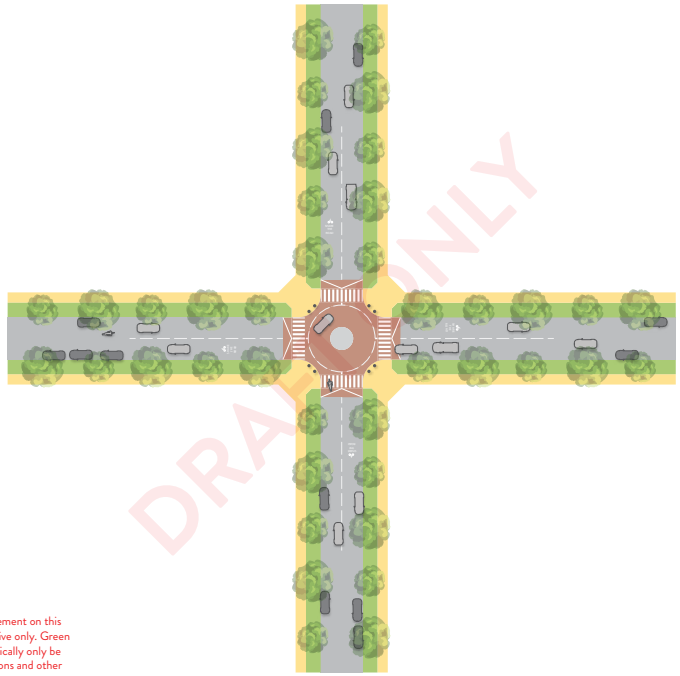
Note: Landuses on either side of this typical cross section vary. Refer to future urban structure plan.

Cross-Section 14	34.0m

Refer to Servicing Placement Guidelines for direction on utility servicing provision

A3.3 STREET INTERSECTIONS

Compact Roundabout
Local Access Streets

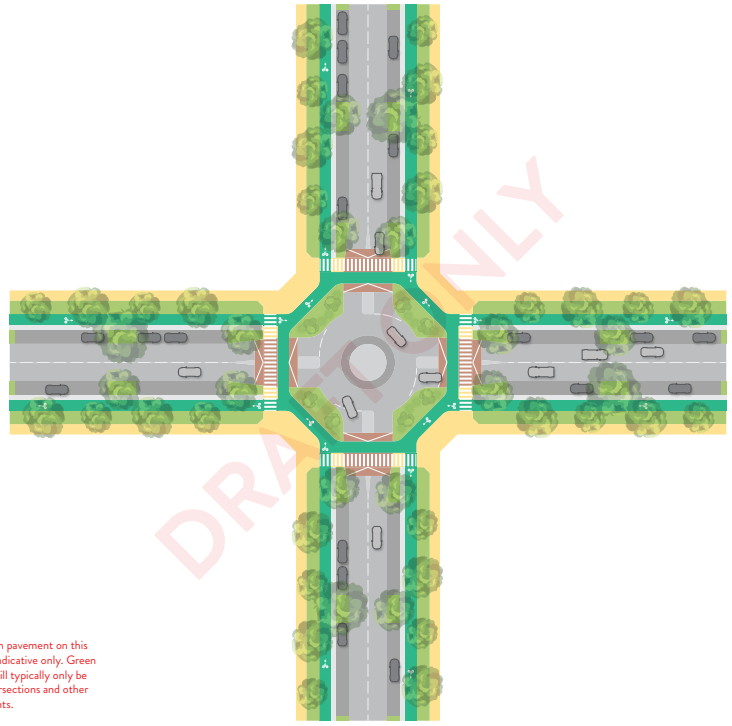


Note: Green pavement on this diagram is indicative only. Green pavement will typically only be used at intersections and other conflict points.

LEGEND

- Vehicle Lanes/Parking
- Dedicated Bus Lanes
- Pedestrian Paths
- Bicycle Lanes
- Indicative Verge/Curb
- Raised Areas of Intersection

Roundabout
Connector Roads



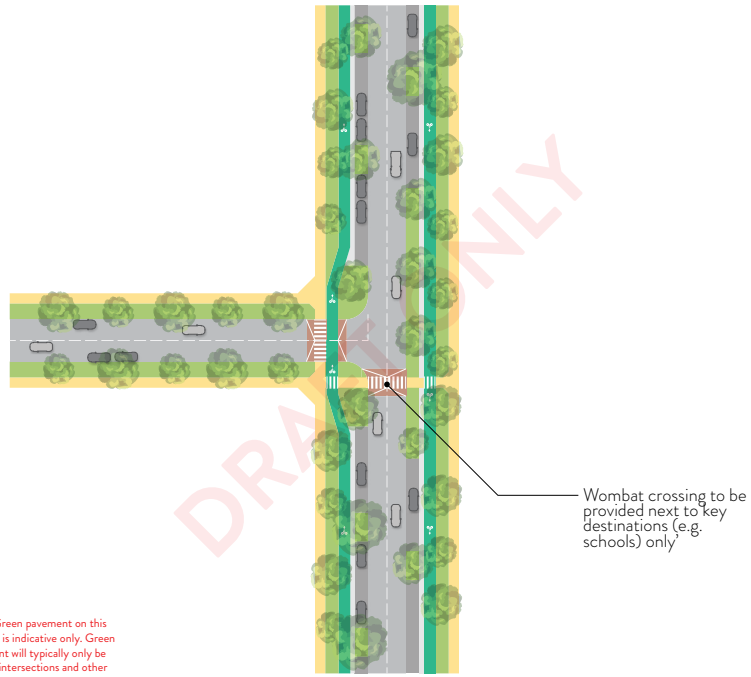
Note: Green pavement on this diagram is indicative only. Green pavement will typically only be used at intersections and other conflict points.

LEGEND

- Vehicle Lanes/Parking
- Dedicated Bus Lanes
- Pedestrian Paths
- Bicycle Lanes
- Indicative Verge/Curb
- Raised Areas of Intersection

A3.3 STREET INTERSECTIONS

Give Way T-Intersection
Local Access Streets + Connector Road

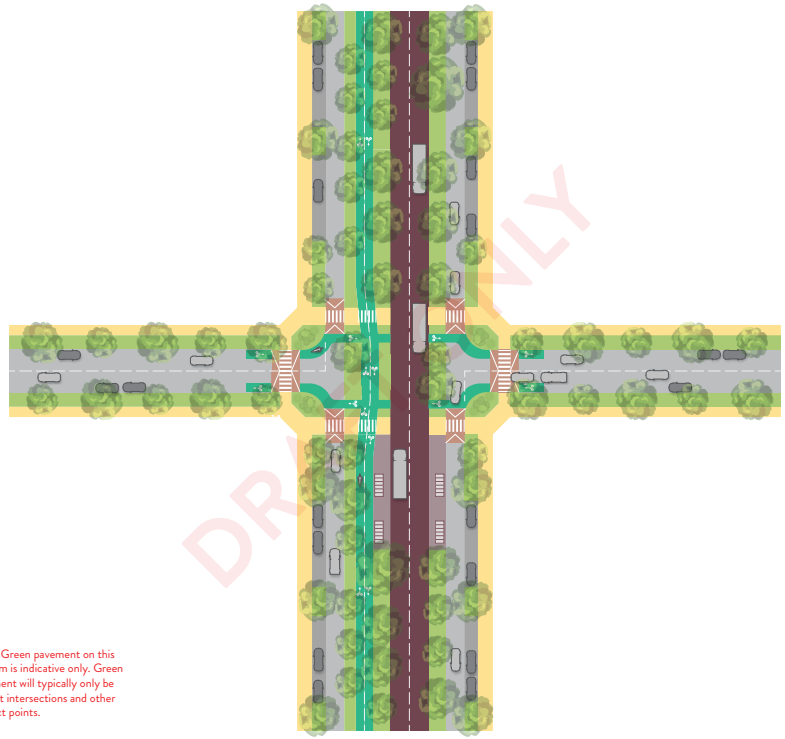


Note: Green pavement on this diagram is indicative only. Green pavement will typically only be used at intersections and other conflict points.

LEGEND

- Vehicle Lanes/Parking
- Dedicated Bus Lanes
- Pedestrian Paths
- Bicycle Lanes
- Indicative Verge/Curb
- Raised Areas of Intersection

Clever & Creative Corridor
Left-In, Left-Out
Local Access Streets + CCC



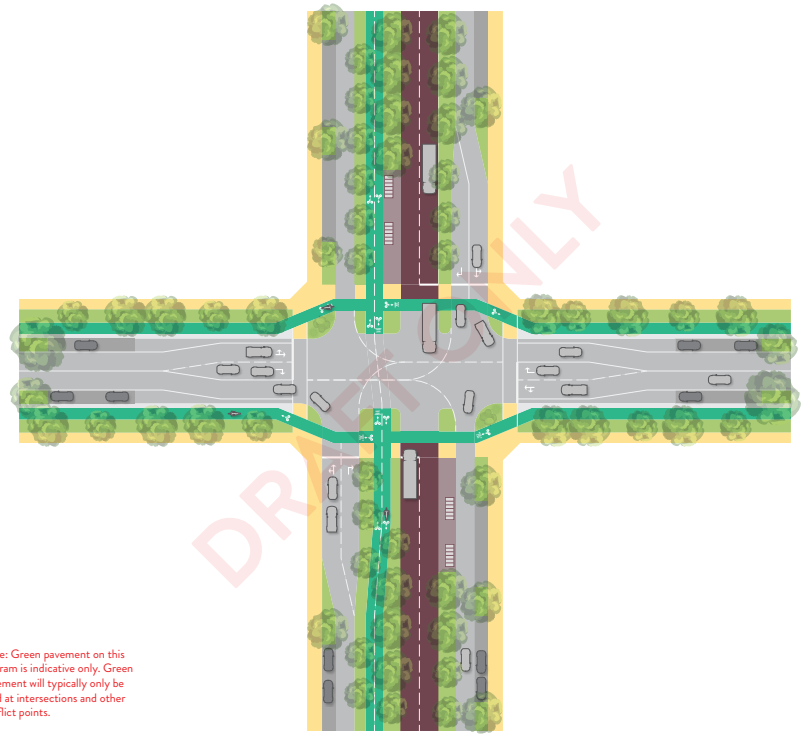
Note: Green pavement on this diagram is indicative only. Green pavement will typically only be used at intersections and other conflict points.

LEGEND

- Vehicle Lanes/Parking
- Dedicated Bus Lanes
- Pedestrian Paths
- Bicycle Lanes
- Indicative Verge/Curb
- Raised Areas of Intersection

A3.3 STREET INTERSECTIONS

Clever & Creative Corridor
Signalised Intersection
Connector Road + CCC



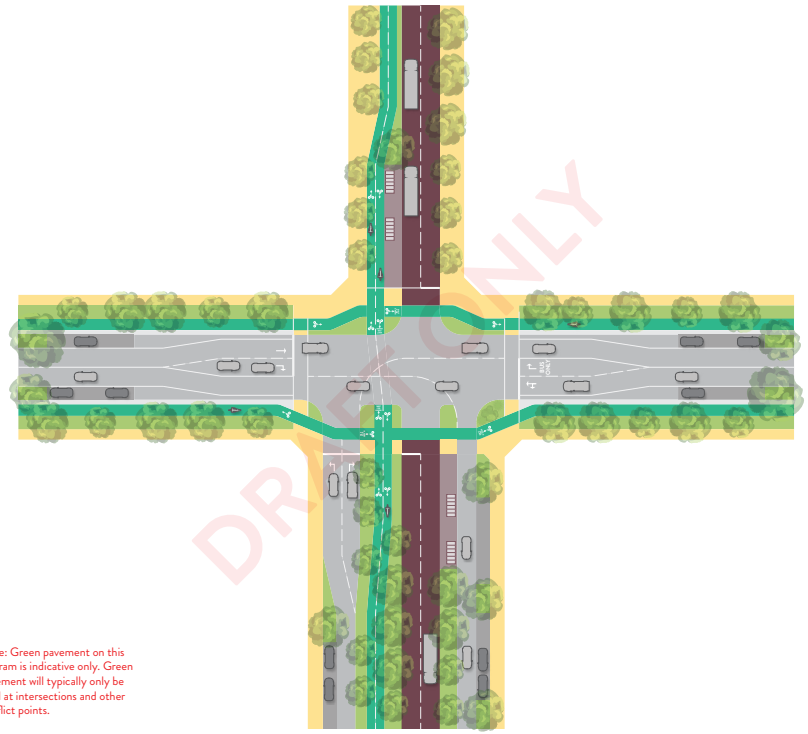
Note: Green pavement on this diagram is indicative only. Green pavement will typically only be used at intersections and other conflict points.

LEGEND

- Vehicle Lanes/Parking
- Dedicated Bus Lanes
- Pedestrian Paths
- Bicycle Lanes
- Indicative Verge/Curb
- Raised Areas of Intersection

DRAFT ONLY

Clever & Creative Corridor
NAC Signalised Intersection
Connector Road + CCC



Note: Green pavement on this diagram is indicative only. Green pavement will typically only be used at intersections and other conflict points.

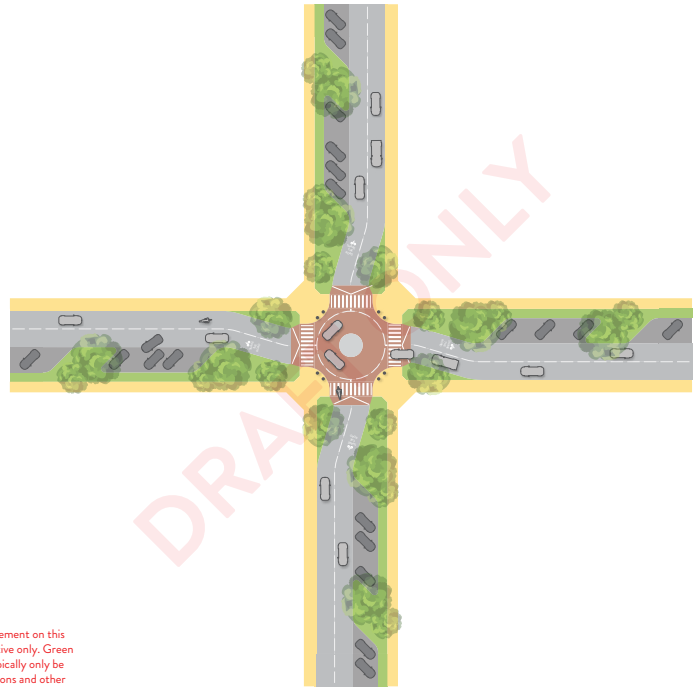
LEGEND

- Vehicle Lanes/Parking
- Dedicated Bus Lanes
- Pedestrian Paths
- Bicycle Lanes
- Indicative Verge/Curb
- Raised Areas of Intersection

DRAFT ONLY

A3.3 STREET INTERSECTIONS

Compact Roundabout
Parking Streets



DRAFT ONLY

Note: Green pavement on this diagram is indicative only. Green pavement will typically only be used at intersections and other conflict points.

LEGEND

- Vehicle Lanes/Parking
- Dedicated Bus Lanes
- Pedestrian Paths
- Bicycle Lanes
- Indicative Verge/Curb
- Raised Areas of Intersection

A4. OPEN SPACE DELIVERY REQUIREMENTS

T22. OPEN SPACE DELIVERY REQUIREMENTS

OPEN SPACE CATEGORY	DESCRIPTION	GENERAL SHAPE GUIDELINE	CATCHMENT REQUIREMENT	MINIMUM EMBELLISHMENTS	EXTRA EMBELLISHMENTS*
Local Community (Passive) Park	• Park developed to meet basic non- competitive recreational pursuits in a predominantly informal setting.	• Broadly square or rectangular with no sides greater than 2:1 • 0.5-1ha ideally. • > 0.5ha when attached to encumbered open space suitable for secondary recreation.	• Services the immediate neighbourhood, approx. 750-3000 people. • Urban and suburban: within 400m from 95% of residents. • Walking or cycling is the preferred mode of transport to these parks, therefore suburban footpaths, pram ramps, pedestrian crossings and refuge islands are key infrastructure items to facilitate ease of access.	• Designed for short stay visitation. • Embellishment may include a playground, shade trees, lawn 'kick and throw' area and seating, preferably arranged to encourage social interaction. • On street carparking, external footpaths, accessible internal concrete path network to play/social space, seating, park name signage, landscape - trees, garden beds, lawn area and vehicle access point. • Utilities such as electrical, potable water, recycled water and sewer require tapping points at park boundary. • In employment areas an emphasis on break-out social spaces such as seating, picnic tables, shelter in a pleasant, landscaped environment.	• Shade sails for play areas, shelter or shade structure for social seating area, drinking fountain, picnic table, disability wheelchair access, recreation court / goals / equipment, lighting, irrigation, fencing / vehicle access barriers.
District Community (Passive) Park	• Park developed to meet a range of non- competitive recreational pursuits in a predominantly informal setting.	• Broadly square or rectangular with no sides greater than 3:1 • 1-2.5ha ideally.	• Services several neighbourhoods, approx. 3000-5000 people. • Urban and suburban: within 1km from 95% of residents. • Walking or cycling to these parks is facilitated through footpaths, bike lanes and shared path network. • Proximity to public transport. • On street parking, occasionally (where warranted) onsite parking.	• Designed for long stay visitation. • Embellishment may include multi-age playground, informal recreation infrastructure (court/skate bowls/goals etc), shade sails/trees, large covered social space, picnic area, drinking fountains, bicycle racks, irrigated landscape and lawn 'kick and throw' area. • Mix of seating options, preferably arranged to encourage social interaction. BBQ's and public toilets. • High emphasis on accessibility within the park and infrastructure. • Utilities such as electrical, potable water, recycled water and sewer require tapping points at park boundary and connection to relevant infrastructure.	• On site carparking. Shade structures for play areas, lighting, fencing / vehicle access barriers.
Town Square	• Predominately hard landscaped open space with an urban character suitable for respite, small events, social gatherings.	• Broadly square or rectangular with no sides greater than 3:1 • <0.3ha	• Located in the core of activity centres. • Urban catchment: 200m.	• Designed for long stay visitation. • Embellishments support workers, visitor and resident usage, gathering and minor events. • Hardstand ground plane, landscaped beds (on ground and/or raised), various seating options, shade, drinking fountain, bike racks, smart technologies, accessible power outlets, USB charging points, public art, irrigation, park & wayfinding signage. Public lighting & 3 phase power. • Public toilets located within town centre retail buildings.	• Shelter, landscape pots/ containers, large screen tv (by negotiation). • Outdoor dining adjacent in commercial private land.
District Sports (Active) Reserve	• An outdoor open space which provides a venue for organising sporting activities such as team completions, physical skill development and training. • Playing surfaces can be accessed by the general community outside club licence times. • Balance of grounds can contain informal recreational components such as play space, skate bowls which are always publicly accessible.	• Broadly square or rectangular with no sides greater than 3:1 • 8-15ha (Preference 12-15ha)	• Services several neighbourhoods, approx. 3000-5000 people. • Urban and suburban: within 1km from 95% of residents. • Walking or cycling to these parks is facilitated through footpaths, bike lanes and shared path network. • Proximity to public transport is desirable. • Onsite parking according to sporting requirements. Overflow on street parking.	• Sporing grounds and associated infrastructure according to sport provision requirements. • Pavilion and carparking (size depending on sport usage). • Associated passive infrastructure (play space, informal recreation). • Public toilets external to pavilion.	• Shelters, spectator seating, electronic scoreboards, netting, amphitheatre spectator seating.

*Items listed in Embellishments are at the discretion and approval of the responsible authority.

A4. OPEN SPACE DELIVERY REQUIREMENTS

All public open space (excluding conservation areas) shall be designed and developed to a standard that satisfies the requirements of the City prior to the transfer of the land, including the following:

- All public landscaped areas must be designed and constructed in accordance with relevant Australian standards.
- Open spaces are to be designed and developed to assist in promoting a 'sense of place' and cater for a broad range of users, by providing a mix of spaces and planting to support structured and unstructured play for all ages and abilities.
- Installation of park furniture including BBQs, shelter, tables, rubbish bins, playgrounds and other play elements such as multi- courts and hit-up walls, rubbish bins and appropriate paving to support these facilities must be consistent with the classification and hierarchy of the open space as listed in Table 11 Open Space Delivery Guide and the City's Sustainable Communities Infrastructure Development Guidelines (including all relevant updates).
- Open space must not be delivered in a standalone stage, it must be included with a stage containing residential lots.
- The design and layout of waterway corridors and other encumbered open space is to maximise the potential for integration of recreational uses, utility infrastructure and storm water quality assets, where it does not conflict with the primary function of the land.
- Trees at 75% maturity to shade no less than 25% of the open space with a precinct canopy aspiration of 40%.
- Vehicle exclusion devices (fence, bollards, or other suitable method) and maintenance access points to be installed as requested by the responsible authority.
- Where fencing of local parks is required, it must be lowscale and designed to guide appropriate movement and access rather than act as a barrier. Design and materials shall complement the park setting.
- Path networks associated with open space to include way finding which clearly identifies key destinations and communicates necessary information to all users.
- Signage should clearly identify key destinations and communicates necessary information to all users.
- Any pedestrian link through a dedicated trail, drainage reserve/corridor or adjoining the road network to include a provision of park seating at appropriate intervals.
- Appropriately scaled lighting shall be installed along all major pedestrian thoroughfares traversing the public open space and active transport network to the satisfaction of the responsible authority.
- All structures are to be sited above the 1% AEP flood event level and designed to integrate with and complement rather than dominate the landscape.
- Paths are to be designed above the 1% AEP. Where this is not possible, they must comply with Melbourne.
- Water's Shared Pathways Guidelines.
- Opportunities should be considered for appropriate urban art, to the satisfaction of the City's Arts & Culture Department.

A5. ACTIVITY CENTRES

T23. NEIGHBOURHOOD ACTIVITY CENTRE (NAC) DESIGN PRINCIPLES

The NAC Precinct shall be the vibrant heart of the neighbourhood, where goods, services and employment can be accessed through public transport, cycling or a 20-minute walk. Co-located with community facilities, the NAC will enhance accessibility and active living, through a healthy mix of uses, where residential co-exists with ground-level retail that spills into the public realm creating an active, vibrant and safe environment.

NAC PRECINCT KEY DESIGN INTENT	
01.	Provide a Town Square (Open Space) adjoining the CCC in accordance with *Table 9 Open Space Delivery Guide* and *Table 15 Precinct Infrastructure.*
02.	Provide a high quality east-west pedestrian street (Key Pedestrian Street) that allows uninterrupted visual and physical connections through the NAC, linking the CCC and the Town Square to the 20m Modified Urban Connector.
03.	Design the Key Pedestrian Street to be in accordance with the key Pedestrian Street cross sections provided in *Appendix 3 Complete Streets.*
04.	Design the Key Pedestrian Street to respond to the land use context and provide opportunities for activities to spill out.
05.	Provide a safe pedestrian crossing where the Key Pedestrian Street connects to the active transport link in the East-West Drainage Corridor.
06.	Provide a safe pedestrian crossing where the Key Pedestrian Street connects to the active transport link in the East-West Drainage Corridor.
07.	Extend the pedestrian street network into the IDA block adjoining the 20m Modified Urban Connector and the MUIDA within the NAC Precinct.
08.	Provide a raised wombat crossing, or other pedestrian priority treatments as agreed by the Responsible Authority. Locations include: • the 21.6m Modified Urban Connector to the Key Pedestrian Street; and
09.	Provide a mix of retail, office and commercial uses at ground floor level to maximise opportunities for activity to spill out onto the Key Pedestrian Street and Town Square.
10.	Sleeve car parking areas with built form, primarily along the Key Pedestrian Street and, secondarily to the 21.6m Modified Urban Connector.
11.	Consolidate parking across the NAC Precinct where possible.

NAC PRECINCT KEY DESIGN INTENT	
12.	Deliver multi-level buildings that provide opportunities for mixed use development, including residential uses on upper levels.
13.	Provide a minimum of one north-south Pedestrian Link on either sides of the Key Pedestrian Street allowing access into the core retail area from surrounding MUIDA.
14.	Provide the primary pedestrian access to anchor retail from the Key Pedestrian Street.
15.	Sleeve anchor retail with finer grain complimentary uses along the frontage to the Key Pedestrian Street.
16.	Avoid loading bay access for anchor retail from the CCC.
17.	Avoid blank facades along the Key Pedestrian Street, Town Square and CCC.
18.	Provide active frontages along the Key Pedestrian Street, Town Square and the CCC. Active frontages include shop fronts, shop entrances, outdoor dining and cafes, active display windows and may include other treatments to the satisfaction of the responsible authority. Internalised mall designs should be avoided. Street based retail centre designs are preferred.
19.	Provide primary frontages to the Modified Urban Connector, East-West Drainage Corridor and the CCC. Primary frontages include building entrances, lobbies, balconies, front yards, bike parking and high quality pedestrian safe landscaping.
20.	Deliver Landmark Building Architecture in nominated locations shown within the NAC Precinct Concept Plan or as listed below. Ensure these contribute towards a unique character and wayfinding by ensuring they are taller than surrounding built form, visually prominent, of high architectural value and utilise high quality materials. Any signage or branding should not be visually prominent. Key locations include: • Intersection between Connector Roads and the CCC; • South of the Town Square along the CCC; • Community Facility along the CCC; and • Corners of Key Pedestrian Street intersecting with the 20m Modified Urban Connector.

A5. ACTIVITY CENTRES

T23. NEIGHBOURHOOD ACTIVITY CENTRE (NAC) DESIGN PRINCIPLES

DESIGN PRINCIPLE	DETAILS
PRINCIPLE 1 **URBAN STRUCTURE, LAND USE & ACTIVATION** The NAC Precinct will be designed to be legible and highly permeable with vibrant activity pockets to enrich the pedestrian experience.	**The NAC precinct should:** • Provide an accessible, permeable and functional urban structure of blocks, laneways, and streets that enables access to the centre from surrounding residential areas. • Create a range of lot sizes that will allow for fine grain development along the Key Pedestrian Street. • Offer a high degree of community interaction and provide a vibrant and viable mix of retail, recreation and community uses with varying shopfront widths, floor space areas, opportunities for local business investment and extended hours of activation. • Encourage development that provides a combination of uses within a shared building. • Be designed to have active frontages by providing clear and visible main entrances, windows and displays along ground and first floor frontages, particularly abutting the Pedestrian Street, Town Square and the CCC. • Provide flexibility in the public realm to facilitate pop-up interim uses and community events, allowing for temporary activation and other activation strategies. • Ensure car parks are designed to be flexible to accommodate temporary uses at non-peak times. • Locate childcare, medical centres and specialised accommodation (e.g.- aged care, nursing home, student accommodation, and serviced apartments) at the edge of the centre to contribute to the centre's activity and the resident's access to services. • Car-oriented services and drive-through establishments for commercial uses should not be located nearby the CCC. Where provided within the NAC, these uses should have access to connector roads. • Support local food growth and identify appropriate locations for community-based food growth opportunities. • Explore opportunities for permanent fresh food markets that support local food production in the surrounding local region.

DESIGN PRINCIPLE	DETAILS
PRINCIPLE 2 **MOVEMENT & PARKING** The NAC Precinct will be designed to be pedestrian friendly and accessible by all modes including cycling and public transport, while enabling private vehicle access.	**The NAC Precinct should:** • Carefully consider orientation, shading, planting and windbreaks to create comfortable microclimates for users through all seasons. • Prioritise pedestrians and their amenity in parking areas through dedicated walking paths with appropriate landscaping elements. • Provide pedestrian friendly treatments (e.g. - Zebra crossings, variations in road material, increased landscaping, bollards, and reduced width of roads) at key street crossings as required. • Ensure all streets, paths, and active transport corridors are well lit and safe outside of business hours. • Avoid conflicts between pedestrians, cyclists and other modes of transport by providing well delineated and connected movement networks. • Limit crossovers where possible. • Encourage shared parking provision. • Provide convenient and safe access through spill over spaces and plazas including shared pickups/traffic ride bays. • Ensure parking areas are not visible from the CCC. • Ensure multi-level car parks are safe and well maintained with legible pedestrian paths/crossings provided to enhance amenity and safety of users. • Sleeve parking areas with built form to ensure these are located at the side or rear of buildings. • Ensure parking areas are planted with suitable canopy trees and achieve the canopy target specified in *Section 3.6.1 Urban Greening*. • Provide universal access throughout the centre and ensure all users have convenient and safe access to public spaces. • Provide bicycle parking facilities in safe, convenient, accessible and visible locations close to key destinations including anchor retail, Town Square and transit stops. • Provide transit stops in accordance with the Public Transport Guidelines for Land Use and Development, to the satisfaction of the Department of Transport and Planning. • Provide safe access to transit stops.

A5. ACTIVITY CENTRES

T23. NEIGHBOURHOOD ACTIVITY CENTRE (NAC) DESIGN PRINCIPLES

DESIGN PRINCIPLE	DETAILS
PRINCIPLE 3 **SENSE OF PLACE** The NAC Precinct will provide a sense of place with high quality engaging urban design through the central 'heart' of the NAC Precinct.	**The NAC Precinct should:** • Provide an identifiable 'gathering place' through delivering a high-quality public realm for the Town Square and Key Pedestrian Street. • Provide required circulation space around outdoor dining areas within the precinct. • Maximise opportunities for cultural expression and social interaction in the Town Square and Key Pedestrian Street. • Incorporate key landscape design features (artwork/sculpture) within the Town Square such as public art, sculptures, street furniture, and landscaping. • Be responsive to its context with a focus on delivering fine-grain urban fabric and integrate built form with the wider landscape setting, the CCC and adjoining land uses. • Use high-quality finishes and design elements that contribute to a cohesive and legible character. • Maximise opportunities for active and passive surveillance through design of public space elements and building facades. • Orient public spaces to capture the northern sun and to be protected from prevailing winds and weather. • Ensure landscaping is of a high standard and complements the built form design. • Demonstrate how the design of public spaces responds to the principles of universal access and CPTED (Crime Prevention through Environmental Design).

DESIGN PRINCIPLE	DETAILS
PRINCIPLE 4 **BUILDING DESIGN** The design of buildings will incorporate visually interesting designs, high quality external materials and contribute to a sense of character and place.	**Buildings in the NAC Precinct should:** • Be appropriate to their context and of a scale and character consistent with the desired future character for the precinct. • Provide a zero setback from the footpath with a continuous frontage. • Use high standard architectural detailing on facades and materials that specifically contribute to character, cultural values and create a unique sense of place. • Be designed to an appropriate scale that complements the streets and provides activated and accessible frontages with a limited number of internal shops. • Be designed to respect existing views and vistas by incorporating them into the building design promoting a connection to nature, cultural values and natural features. • Consider amenity impacts in building design and limit noise, odour and wind impacts to residential areas. • Be designed to provide equitable access to sunlight in the public realm. • Provide public toilets in safe and accessible locations. • Locate loading areas, building plant facilities and any other back of house facilities including mechanical plant/service structures at the rear of buildings to avoid adverse amenity impacts. • Incorporate all back of house activities and services, mechanical plant/ service structures into building design with appropriate visual screening. • Screen all waste collection points and loading bays to minimise amenity impacts on adjoining areas and users of the centre. • Be designed to minimise views to car parking areas. • Avoid blank facades by treating them with murals, green walls, and high-quality architectural features. • Provide opportunities for co-working spaces and typologies that support home based and smaller businesses. • Provide required circulation space around outdoor dining areas within the Activity Centre.

A5. ACTIVITY CENTRES

T23. NEIGHBOURHOOD ACTIVITY CENTRE (NAC) DESIGN PRINCIPLES

DESIGN PRINCIPLE	DETAILS
PRINCIPLE 5 **ESD & ZERO CARBON** The NAC Precinct will demonstrate best practice ESD and zero carbon from the design stage through to construction and operation.	The NAC Precinct should: • Provide energy efficient design, buildings and construction methods. • Optimise passive solar orientation. • Implement appropriate design solutions to minimise building energy consumption and maximise internal user comfort, such as external shading and appropriate glazing and ventilation. • Use renewable energy for heating and cooling. • Create comfortable microclimates by including provision of shades and shelters (sun and wind). • Employ WSUD principles and provide WSUD elements in streetscape and car parking design. • Group waste collection points where possible. • Investigate other opportunities for built form to reduce greenhouse gas emissions associated with the construction and ongoing operation of buildings to net zero. • Incorporate space for EV charges into car park design.

DESIGN PRINCIPLE	DETAILS
PRINCIPLE 6 **STREET FURNITURE & URBAN ART AND DESIGN** Public art and street furniture will be functional, visually appealing and contribute to a unique sense of place.	The NAC Precinct should: • Incorporate robust and easy to maintain public art and objects into the design of the public realm that supports safety and amenity whilst being visually appealing. • Consider artistic opportunities inspired by local creatives and cultural connections from the region. • Consider an artist or artistic team to be included in design development. • Appropriately locate street and park furniture in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces which are functional, attractive, and comfortable. • Design street lighting to avoid unnecessary spill to residential uses and roads while supporting night users and creating a sense of safety. • Incorporate signage into the design of buildings to avoid visual clutter and create a theme of the public space. • Include signages to provide wayfinding opportunities for pedestrians and cyclists. • Design illuminated signage to avoid excessive light spill. • Encourage the selection of street furniture with high levels of recycled content.

A6. SERVICE PLACEMENT GUIDELINES

T24. SERVICE PLACEMENT GUIDELINES

The following table provides guidance on service and utility offsets in order to support the street types and cross sections proposed.

SERVICE	UNDER PEDESTRIAN PAVEMENT	UNDER NATURE STRIPS	DIRECTLY UNDER STREET TREES	UNDER KERB	UNDER ROAD PAVE-MENT	WITHIN ALLOT-MENTS	NOTES
Sewer	Preferred	Possible	Not Preferred	No	Not Preferred	Possible (1)	1. Rear easement sewer and drainage lines are common on allotments. Less common are sewer and drainage easements within front setback of allotment.
Potable Water	Not Preferred (2)	Preferred	Not Preferred	No	Possible (3)	No	2. Property connections under hard services require Fitzroy boxes. 3. Placement of services under road pavement is typically not preferred by authorities. However, consideration may be given to placement of services beneath parking bays and bicycle lanes.
Recycled Water	Not Preferred (2)	Preferred	Not Preferred	No	Possible (3)	No	2. Property connections under hard services require Fitzroy boxes. 3. Placement of services under road pavement is typically not preferred by authorities. However, consideration may be given to placement of services beneath parking bays and bicycle lanes.
Gas (4)	No	No	No	No	No	No	4. The precinct will not to be serviced by gas. If and where gas must be provided to a critical non-residential land use, preferred placement for gas services is under nature strips or directly under trees (under pedestrian pavement also possible).
Electricity	Preferred (5, 6)	Preferred (6)	Not Preferred	No	Not Preferred	No	5. Subject to power authority approval. 6. Pits are to be placed either wholly within the footpath or wholly within the nature strip.
FTTH/ Telecomm-unications	Possible (6)	Preferred	Not Preferred	No	Not Preferred	No	6. Pits are to be placed either wholly within the footpath or wholly within the nature strip.

SERVICE	UNDER PEDESTRIAN PAVEMENT	UNDER NATURE STRIPS	DIRECTLY UNDER STREET TREES	UNDER KERB	UNDER ROAD PAVE-MENT	WITHIN ALLOT-MENTS	NOTES
Drainage	Not preferred	Possible	Not Preferred	Pre-ferred	Not Preferred	Not Preferred (1)	1. Rear Easement sewer and drainage lines are common on allotments. Less common are sewer and drainage easements within front setback of allotment.
Trunk Services	Possible	Possible	Not Preferred	Possible	Possible	No	

Notes:

- Placement of services under street trees and nature strips is not preferred by Council. Service placement must not negatively impact the long-term growth of any street tree.
- In accordance with IDM SD630 a tree root zone of 0.6 m depth must be applied where services are placed under nature strips. Any service installation must be at a greater depth than the tree root zone.
- Trees are not to be placed directly over property service connections.
- Placement of services under road pavement is to be considered when service cannot be accommodated elsewhere in road reserve. Placement of services beneath edge of road pavement/parking bays is preferable to within traffic lanes.
- Where allotment size/frontage width allows adequate room to access and work on a pipe .
- Place water supply on high side of road.
- Place services that need connection to adjacent properties closer to these properties.
- Place trunk services further away from adjacent properties.
- Place services that relate to the road carriageway (e.g. drainage, street light electricity supply) closer to the road carriageway.
- Maintain appropriate services clearances and overlap these clearances wherever possible.

A7. CANOPY COVER

A7.1 CANOPY COVER REQUIREMENT BY LAND USE

Table 12 Canopy Coverage Requirement by Land Use **nominates canopy cover requirements as per land uses as nominated in the FUS.**

CALCULATING SITE AREA PER LAND USE

The site area of all uses with the exception of drainage corridors and reserves are calculated from the centreline of abutting roads. See Figure 1. The red dotted lines indicate the site area boundaries.

The purpose of calculating the site area from the centreline of abutting roads is to allow existing street trees to be counted towards the land use based canopy cover requirement.

CALCULATING THE TREE CANOPY COVERAGE

Calculate the tree canopy coverage by land use as follows:

01. Calculate 'Area A' the site area occupied by the land use as per column 3 of *Table 12*.
02. Calculate the canopy cover of a tree species using the radius of the canopy (πr2) 'Area B'.
03. Multiply the quantity of trees by the respective canopy area per tree (Area B) to calculate the canopy cover proposed by species (D).
04. Add the canopy cover areas together to derive the total canopy cover proposed in the site area (Area E).
05. Divide Area E by Area A and multiply by 100 to arrive at the area of street canopy as percentage.

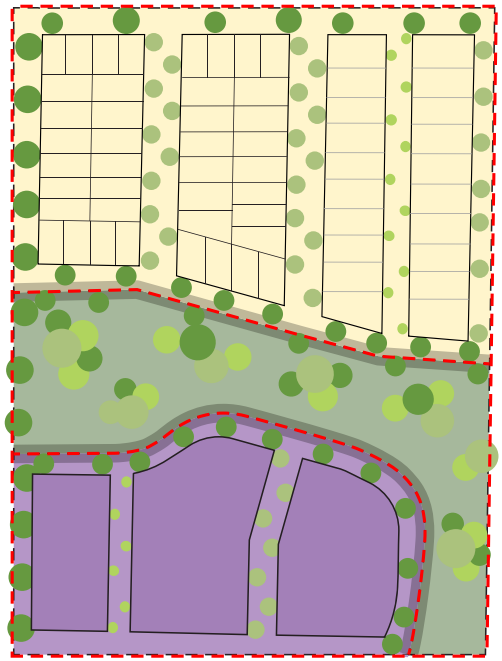


Figure 1: Land use based canopy coverage calculation example

LANDUSE CANOPY COVER		(BASED OFF ACTUAL DEVELOPMENT PROPOSAL)				
≥ 20%	=	TREE CANOPY AREA	÷	RESIDENTIAL STANDARD AREA	X	100
≥ 10%	=	TREE CANOPY AREA	÷	DRAINAGE CORRIDOR AREA	X	100
≥ 20%	=	TREE CANOPY AREA	÷	RESIDENTIAL IHDA AREA	X	100

A7.2 EXAMPLE TREE SPECIES LIST

T25. EXAMPLE TREE SPECIES LIST

SPECIES	TREE CANOPY DIAMETER (M)	STREETSCAPE TREE LISTS (BY DIAMETER)			
		3-7M	5-20M	7-20M	10-20M
Cupressus sempervirens 'Stricta'	3				
Quercus palustris 'Pringreen'	3				
Koelreuteria 'Golden Candles'	3				
Prunus cerasifera 'Oakville Crimson Spire'	3				
Elaeocarpus eumundii	4				
Lagerstroemia indica	4				
Prunus cerasifera 'Nigra'	4				
Prunus x blireana	4				
Pyrus calleryana 'Capital'	4				
Pyrus calleryana 'Southworth Dancer'	4				
Brachychiton 'Griffith Pink'	5				
Tilia 'Greenspire'	5				
Zelcova 'Mushashino'	5				
Acer platanoides 'Globosum'	6				
Banksia marginata	6				
Pyrus calleryana 'Chanticleer'	6				
Pyrus calleryana x Pyrus betulaefolia 'Edgewood'	6				
Pyrus fauriei 'Korean Sun'	6				
Ulmus parvifolia 'Todd', 'Burnley Select', 'Inspire'	6				
Acer freemanii 'Jeffersred'	8				
Acer negundo 'Sensation'	8				
Brachychiton populneus	8				
Fraxinus excelsior 'Aurea'	8				
Fraxinus pennsylvanica 'Urbanite'	8				
Fraxinus pennsylvanica 'Cimmaron'	8				
Robinia pseudoacacia 'Frisia'	8				

SPECIES	TREE CANOPY DIAMETER (M)	STREETSCAPE TREE LISTS (BY DIAMETER)			
		3-7M	5-20M	7-20M	10-20M
Gleditsia triacanthos var. inermis 'Shademaster'	10				
Lophostemon confertus	10				
Melia azederach	10				
Fraxinus angustifolia 'Raywood'	12				
Ulmus glabra 'Lutescens'	12				
Waterhousea floribunda	12				
Brachychiton acerifolius	15				
Eucalyptus sideroxylon	15				
Eucalyptus sideroxylon 'Rosea'	15				
Quercus palustris	15				
Platanus acerifolia	20				
Quercus robur	20				

5.0

GLOSSARY

5.0 GLOSSARY

A

Annual Exceedance Probability (AEP)
The probability that a given rainfall total accumulated over a given duration will be exceeded in any one year.

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

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

B

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

C

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

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

Community Infrastructure Levy (CIL)
The Planning and Environment Act 1987 enables the DCP system to impose a community infrastructure levy (levy) to fund projects involving the construction of community buildings or facilities. Applied to new development for community infrastructure (can include libraries, sporting facilities etc) and is paid by a landowner prior to a Building Permit being issued (unless agreed to be paid by the developer).

Crime Prevention through Environmental Design (CPTED)
A multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. Wide-ranging recommendations to architects include the planting of trees and shrubs, the elimination of escape routes, the correct use of lighting, and the encouragement of pedestrian and bicycle traffic in streets.

D

Drainage corridor (DC)
An above-ground swale, gully or impression in the landscape that carries stormwater runoff or spring water.

Development Contributions Plan (DCP)
The Planning and Environment Act 1987 (the Act) enables the DCP system to impose a community infrastructure levy (levy) to fund projects involving the construction of community buildings or facilities. The requirements for development proponents to contribute towards basic/essential infrastructure required to support development of the precinct.

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

Development Infrastructure Levy (DIL)
applies to developments and contributes to funding development infrastructure.

Development Services Scheme (DSS)
A masterplan for drainage in a specific catchment area. The scheme guides the standards in order to provide effective flood protection, water quality and waterway health.

E

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

Encumbered open space
land that is constrained for development purposes.

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

These areas may be used for a range of recreation activities (walking trails, sports fields), however is not provided as credit against public open space requirements.

Environmentally Sustainable Development (ESD)
A set of principles which aim to improve the health and comfort of buildings for occupants whilst at the same time reducing negative impacts on the environment. ESD can provide affordable living outcomes, improved comfort levels and environmental benefits.

I

Integrated Development Areas (IDA)
Areas adjacent to the Clever and Creative Corridor where medium density and a diverse range of building forms is encouraged. Appropriate non-residential uses are supported in order to support 20-minute neighbourhoods. These areas have been selected for their proximity to activity centres, sustainable transport link and placemaking opportunities.

N

Neighbourhood Activity Centre (NAC)
The NAC Precinct is the area nominated as 'NAC Precinct' in *Plan 10 Activity Centres* which will require an Urban Design Framework be prepared prior to development. A NAC is a local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community. These centres serve smaller, local areas and have an important role in giving people the ability to meet most of their everyday needs within a 20-minute walk, cycle or local public transport trip of their home.

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

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

P

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

5.0 GLOSSARY

U

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

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

W

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



6.0

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6.1 ABBREVIATIONS

CCC
Clever and Creative Corridor

NAC
Neighbourhood Activity Centre

NWGGA
Northern and Western Growth Areas

NVPP
Native Vegetation Precinct Plan

PSP
Precinct Structure Plan

WGGA
Western Geelong Growth Area

WLRB
Wetland and Retarding Basin



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CITY OF GREATER GEELONG

Creamery Road
Native Vegetation Precinct Plan

FINAL REPORT

Prepared for City of Greater Geelong

26 June 2024

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1. Introduction

This is the Creamery Road Native Vegetation Precinct Plan (NVPP) listed under the Schedule to Clause 52.16 of the Greater Geelong Planning Scheme (Planning Scheme). This NVPP includes the information required under section 10 of *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017) (Guidelines). The Guidelines state that an NVPP prepared for incorporation into the Planning Scheme must:

- specify the purpose and objectives of the plan
- specify the area to which the NVPP applies
- map and describe the native vegetation that can be removed, destroyed or lopped
- map and describe the native vegetation to be retained
- set out the offset requirement, determined in accordance the Guidelines, for native vegetation that can be removed, destroyed or lopped
- specify management responsibilities and actions for native vegetation to be retained, and
- provide an offset statement that includes evidence that an offset that meets offset requirements for the removal of native vegetation is available and explains how it will be secured in accordance with the Guidelines if the NVPP is incorporated. This statement must also include procedures for how the offset will be secured if the responsibility is divided amongst multiple properties or parties.

The Guidelines also state that an NVPP must include mechanisms for tracking the removal of native vegetation and corresponding securing of offsets, to ensure that this occurs in accordance with the NVPP.

The removal, destruction or lopping of native vegetation *in accordance* with this NVPP, does not require a planning permit provided conditions and requirements specified in this NVPP are met.

If native vegetation is proposed to be removed, destroyed or lopped *not in accordance* with this NVPP, a planning permit to remove native vegetation is required under Clause 52.16 of the Greater Geelong Planning Scheme. In this circumstance, an application for a permit must comply with the application requirements specified in the Guidelines. An application to remove native vegetation not in accordance with this incorporated NVPP must be supported by current site information, as per *Assessor's handbook – applications to remove, destroy or lop native vegetation* (Assessor's handbook). For the purpose of this document, the term 'remove native vegetation' includes to destroy and to lop native vegetation.

1.1. Purpose of the NVPP

The purpose of the Creamery Road NVPP is to:

- Summarise the biodiversity values across the precinct
- Apply a holistic, landscape wide approach to retention and removal of native vegetation across the precinct, considering biodiversity, land and water protection, and cultural values
- Ensure that areas retained for the protection of native vegetation are managed to conserve ecological values in accordance with the Northern and Western Geelong Growth Areas (NWGGA) Strategic Assessment approval made under Part 10 of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), the NWGGA Biodiversity Conservation Strategy (BCS), and the Creamery Road Precinct Structure Plan (PSP)

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- Ensure that the removal, destruction or lopping of native vegetation, and the management of the native vegetation specified to be retained is consistent with conserving the ecological values of these areas, and is in accordance with no net loss objective of the Guidelines
- Describe the offset requirements for any permitted removal, destruction or lopping of native vegetation as identified in this plan
- Streamline the planning approvals process through a landscape approach to native vegetation protection and management.

1.2. Vegetation protection objectives to be achieved

The objectives of the Creamery Road NVPP are to:

- Ensure there is no net loss to biodiversity as a result of the approved removal, destruction or lopping of native vegetation. This is achieved by applying the three-step approach in accordance with Clause 12.01-2 *Native vegetation management*, Clause 52.16 and the Guidelines.
- Apply a landscape approach to the management of native vegetation within the NVPP area, in accordance with Clause 11.02-2L *Northern and Western Geelong Growth Areas*, and Clause 12.01-1 *Protection of biodiversity*.
- Manage native vegetation to be retained in accordance with obligations under the *Catchment and Land Protection Act 1994*.
- Ensure that areas set aside to protect native vegetation are managed to conserve biodiversity and other values in accordance with the NWGGA Strategic Assessment approval made under Part 10 of the EPBC Act, the NWGGA BCS, and the Creamery Road PSP.
- Protect and enhance native vegetation and associated habitats (wildlife corridors) along Cowies Creek.

2. Area to which the NVPP applies

The Creamery Road NVPP applies to land within the NVPP Area shown on Map 1.

The NVPP occurs within the jurisdiction of the Corangamite Catchment Management Authority (CMA) and the City of Greater Geelong municipality.

The NVPP is located within the Moorabool River catchment, which subsequently feeds into the Barwon River and into the Lake Connewarre Ramsar complex.

The NVPP largely adheres to the boundaries of the Creamery Road PSP within the suburbs of Bell Post Hill, Moorabool and Batesford. The NVPP is within the Western Geelong Growth Area (WGGA), positioned north-west of the Geelong Ring Road and intended for accommodating the medium, and longer-term growth of Geelong. Existing land use within the Creamery Road PSP includes agriculture, recreation reserves, conservation reserves, rural and medium density housing, and educational facilities.

The NVPP diverges from the Creamery Road PSP boundaries in the below areas:

- The two below properties are excluded from the NVPP due to access constraints at the time of on-ground assessments for the WGGA:
  - 20 Avonlea Road (SPI: 1\TP102451)
  - 341-345 Ballarat Road (SPI: 1\PS402455)[1]
- The NVPP has been extended on the PSP's southern boundary to incorporate the Ballarat Road reserve from Ballan Road intersection to the Geelong Ring Road.

Table 1 identifies the properties included within the area to which this NVPP applies. Property ID numbers in Map 1 correspond to those listed in Table 1.[2]

Table 1 Land included within the area to which this NVPP applies

Property ID no.	Property Address	Property SPI no.
1	200 Ballan Road, MOORABOOL VIC 3213	1\TP240293
2	35 Evans Road, MOORABOOL VIC 3213	2\TP668613
3	35 Evans Road, MOORABOOL VIC 3213	1\TP668613
4	Road Reserve (Evans Road)	

[1] Native Vegetation removal on these sites should be managed in accordance with Clause 52.17 of the Greater Geelong Planning Scheme and the Native Vegetation Removal Guidelines.

[2] Note that property address details may change as development occurs, Map 1 inclusion boundaries remain unchanged. For resolution of doubt contact City of Greater Geelong.

Property ID no.	Property Address	Property SPI no.
5	20 Evans Road, BELL POST HILL VIC 3215	2\LP203190
6	10 Evans Road, BELL POST HILL VIC 3215	1\LP203190
7	2 Evans Road, BELL POST HILL VIC 3215	1\TP754469
8	20 Evans Road, BELL POST HILL VIC 3215	1\TP81151
9	30 Avonlea Road, BELL POST HILL VIC 3215	103A\PP3179
10	30 Avonlea Road, BELL POST HILL VIC 3215	103B\PP3179
11	30 Avonlea Road, BELL POST HILL VIC 3215	103C\PP3179
12	100 Ballan Road, BELL POST HILL VIC 3215	109\PP3179
13	60 Avonlea Road, BELL POST HILL VIC 3215	106\PP3179
14	30 Avonlea Road, BELL POST HILL VIC 3215	PC357077
15	165 Bluestone Bridge Road, BELL POST HILL VIC 3215	1\TP219253
16	50 Avonlea Road, BELL POST HILL VIC 3215	1\TP968692
17	40 Avonlea Road, BELL POST HILL VIC 3215	1\TP959537
18	30 Avonlea Road, BELL POST HILL VIC 3215	1\TP942858
19	85-105 Bluestone Bridge Road, BELL POST HILL VIC 3215	1\PS403299
21	65-75 Bluestone Bridge Road, BELL POST HILL VIC 3215	1\PS518321
22	90-140 Bluestone Bridge Road, BELL POST HILL VIC 3215	1\PS518320
23	90-140 Bluestone Bridge Road, BELL POST HILL VIC 3215	1\PS546494
24	45 Avonlea Road, BELL POST HILL VIC 3215	1\TP833391
25	35 Avonlea Road, BELL POST HILL VIC 3215	1\TP956760
26	25 Avonlea Road, BELL POST HILL VIC 3215	1\TP837595
27	15 Avonlea Road, BELL POST HILL VIC 3215	3\PS518321

Property ID no.	Property Address	Property SPI no.
28	5 Avonlea Road, BELL POST HILL VIC 3215	2\PS518321
29	60 Ballan Road, BELL POST HILL VIC 3215	1\TP18620
30	35-55 Ballan Road, BATESFORD VIC 3213	2\LP75190
31	65 Creamery Road, BELL POST HILL VIC 3215	1\PS802308
32	125 Creamery Road, BELL POST HILL VIC 3215	1\TP957449
33	125 Creamery Road, BELL POST HILL VIC 3215	4\PS518321
34	125 Creamery Road, BELL POST HILL VIC 3215	7\PS518321
35	5 Creamery Road, BELL POST HILL VIC 3215	1\TP749472
36	15 Creamery Road, BELL POST HILL VIC 3215	2\LP97953
37	25 Creamery Road, BELL POST HILL VIC 3215	1\LP75190
38	55 Creamery Road, BELL POST HILL VIC 3215	1\TP82285
39	105 Creamery Road, BELL POST HILL VIC 3215	2\PS802308
40	85 Creamery Road, BELL POST HILL VIC 3215	2\PS515816
41	110 Creamery Road, BELL POST HILL VIC 3215	9\PS518321
42	120 Creamery Road, BELL POST HILL VIC 3215	8\PS518321
43	375 Ballarat Road, BATESFORD VIC 3213	1\TP18622
44	375 Ballarat Road, BATESFORD VIC 3213	1\TP751529
45	305 Ballarat Road, BATESFORD VIC 3213	1\PS713968
47	335-339 Ballarat Road, BATESFORD VIC 3213	2\PS402455
48	Road Reserve (Creamery/Avonlea Road)	
49	Road Reserve (Ballarat Road)	

3. Native vegetation to be removed

3.1. Assessment pathway

The assessment pathway for native vegetation that can be removed (including the reason for the assessment pathway) is described in the *Native vegetation removal report* (BIO_2024_051) (Appendix A) and Table 2.

Table 2 Assessment pathway and reason for the assessment pathway

Assessment pathway	Detailed Assessment Pathway
Extent including past and proposed	20.430 hectares
Extent of past removal	0.000 hectares
Extent of proposed removal	20.430 hectares
No. Large trees proposed to be removed	0 large trees
Location category	Location 2

3.2. Description of native vegetation to be removed

The following native vegetation can be removed, destroyed or lopped without a planning permit, subject to the requirements and conditions set out in this NVPP:

- Native vegetation described in Table 3 and Table 4 and shown in Map 2 to this NVPP.
- Native vegetation that does not qualify as a patch of native vegetation or a scattered tree.

For native vegetation that appears following approval of this NVPP, and all other native vegetation in the NVPP area that is not identified as 'to be retained', advice should be sought from the relevant responsible authority as to whether a permit is required for its removal, destruction or lopping.

Habitat zone and tree labels in Table 3 and Table 4 correspond to habitat zone and tree labels in Map 2.

Table 3 Native vegetation to be removed

Habitat zone	Type	BioEVC code	BioEVC conservation status	Large tree(s)	Condition score	Extent	SBV score
CR1	Patch	vvp_0132	Endangered	0	0.190	1.227	0.400
CR2	Patch	vvp_0132	Endangered	0	0.190	1.185	0.720
CR3	Patch	vvp_0132	Endangered	0	0.190	0.211	0.720
CR4	Patch	vvp_0132	Endangered	0	0.190	0.420	0.423
CR7	Patch	vvp_0132	Endangered	0	0.190	0.809	0.400
CR8	Patch	vvp_0132	Endangered	0	0.190	0.305	0.371
CR9	Patch	vvp_0132	Endangered	0	0.190	0.134	0.370
CR10	Patch	vvp_0132	Endangered	0	0.190	7.941	0.390
CR11	Patch	vvp_0132	Endangered	0	0.190	1.359	0.390
CR14	Patch	vvp_0132	Endangered	0	0.190	3.675	0.403
CR15	Patch	vvp_0132	Endangered	0	0.190	2.347	0.404
CR16	Patch	vvp_0132	Endangered	0	0.190	0.463	0.400
CR18 (Part)	Patch	vvp_0068	Endangered	0	0.170	0.064	0.420
CR19 (Part)	Patch	vvp_0068	Endangered	0	0.170	0.052	0.440
CR20	Patch	vvp_0821	Depleted	0	0.260	0.019	0.640

Note: SBV score = Strategic Biodiversity Value score. HI score = Habitat importance score.

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Table 4 Information about trees to be removed

Tree no.	Type and size	Scientific name	Common name	Circumference (cm)
1	SST	*Eucalyptus melliodora*	Yellow Box	20
2	SST	*Eucalyptus melliodora*	Yellow Box	22
3	SST	*Eucalyptus melliodora*	Yellow Box	24
4	SST	*Eucalyptus melliodora*	Yellow Box	31
5	SST	*Eucalyptus melliodora*	Yellow Box	19
6	SST	*Eucalyptus melliodora*	Yellow Box	22
7	SST	*Eucalyptus melliodora*	Yellow Box	24

Note: SST = Small scattered tree.

4. Native vegetation offsets

4.1. Offset requirement for native vegetation to be removed

The offset requirements for native vegetation that can be removed are described in the *Native vegetation removal report* (BIO_2024_051) (Appendix A) and Table 5.

The offset requirements divided amongst multiple properties or parties are described in the *Native vegetation removal report* (BIO_2024_051) (Appendix A) and Table 6.

Table 5 Total offset requirements for NVPP area

General offset amount	4.142 general habitat units
Vicinity	Greater Geelong City Council (GGCC) or Corangamite Catchment Management Authority (CMA)
Minimum strategic biodiversity value score	0.338
Large trees*	0 large trees

Table 6 Offset requirements divided amongst multiple properties or parties

Property ID no.	General offset amount (general habitat units)	Vicinity	Minimum SBV score	Species offset amount (species habitat units)	Large trees
1	0.012	GGCC or CCMA	0.420	0	0
4	0.001	GGCC or CCMA	0.440	0	0
5	0.009	GGCC or CCMA	0.440	0	0
13	3.222	GGCC or CCMA	0.316	0	0
27	0.161	GGCC or CCMA	0.400	0	0
30	0.245	GGCC or CCMA	0.300	0	0
31	0.003	GGCC or CCMA	0.370	0	0
41	0.229	GGCC or CCMA	0.494	0	0
42	0.192	GGCC or CCMA	0.720	0	0
48	0.007	GGCC or CCMA	0.140	0	0
49	0.062	GGCC or CCMA	0.565	0	0

Note: SBV = strategic biodiversity value score. The number of large trees that the offset must protect can be protected in either the general, species or combination across all habitat units protected. CCMA = Corangamite Catchment Management Authority, GGCC = Greater Geelong City Council.

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4.2. Offset statement

4.2.1. Statement

The required offsets must be secured before the native vegetation can be removed, destroyed or lopped. The individual or organisation proposing to remove, lop or destroy native vegetation identified for removal in this NVPP is responsible for ensuring that the required offsets (i.e. General Habitat Units) have been secured prior to any permitted clearing.

The provision of offsets must accord with the permit conditions, and the conditions provided in Section 6 of this NVPP. The individual or organisation may deliver a first party offset or purchase a native vegetation credit from a third party. In both circumstances the offset will need to be, as a priority, located within the City of Greater Geelong municipal boundary, unless otherwise agreed with the responsible authority. If the required offsets are not able to be met within City of Greater Geelong, they must be met within the Corangamite Catchment Management Authority area.

An individual or organisation can meet their offset obligations by:

- Securing a third party offset through the purchase of native vegetation credits from the Native Vegetation Credit Register via an accredited broker;
- Establishing a new offset site, agreed to by a third party; or,
- If eligible, establishing a first-party offset site on their own land which is then registered on the Native Vegetation Offset Register.

4.2.2. Collection of payments

Any offset costs are to be paid by the individual or organisation who propose to remove, lop or destroy the native vegetation identified for removal as part of the NVPP.

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5. Native vegetation to be retained

5.1. Description of native vegetation to be retained

The native vegetation to be retained is described in Table 7 and shown in Map 2 of this NVPP.

Habitat zones in Table 7 correspond to habitat zones shown in Map 2.

Native vegetation identified in this NVPP as 'to be retained' has been identified following a strategic approach to retaining native vegetation with greater biodiversity or other value.

Native vegetation retention has focussed on areas displaying the following attributes:

- Highest quality and retention value
- Highest persistence potential
- Co-occurrence with matter/s of national environmental significance (MNES) protected under the EPBC Act.

Any future removal of native vegetation which has been identified as 'to be retained' may undermine the strategic approach adopted for the preparation of this NVPP.

Table 7 Native vegetation to be retained

Habitat zone	Type	BioEVC code	BioEVC		Condition score	Extent (ha)	SBV score
			Conservation status	Large tree(s)			
CR5	Patch	vvp_0132	En	0	0.190	0.155	0.380
CR6	Patch	vvp_0132	En	0	0.190	0.159	0.380
CR12*	Patch	VVP_0132	En	0	0.190	0.138	NA
CR13*	Patch	VVP_0132	En	0	0.190	0.439	NA
CR17*	Patch	VVP_0068	En	0	0.170	1.153	NA
CR18*	Patch	VVP_0068	En	0	0.170	0.325	NA
CR19*	Patch	VVP_0068	En	0	0.170	3.262	NA

Note: En = endangered. SBV = Strategic Biodiversity Value score. * = Located within Cowies Creek Conservation Area

5.2. Management responsibilities and actions

5.2.1. Native vegetation to be retained

The owners of all land containing native vegetation to be retained must meet any existing legal obligations to manage the land.

For native vegetation to be retained located within the Cowies Creek Conservation Area (Noted with an * in Table 7). This obligation will remain in place until such time as the land is vested in the City of Greater Geelong for conservation purposes.

At such a point as land is vested, the protection and ongoing management becomes the responsibility of the City of Greater Geelong and is to be implemented in accordance with the Cowies Creek Conservation Management Plan.

6. Conditions for removal of native vegetation

The native vegetation identified in Table 3, Table 4 and shown in Map 2 to this NVPP can be removed, destroyed or lopped without a planning permit as allowed under Clause 52.16, subject to the following conditions:

- The removal, destruction or lopping of native vegetation must be in accordance with this NVPP. Only the native vegetation which is identified for removal in this NVPP may be removed, destroyed or lopped. Native vegetation which is identified for removal in this NVPP can only be removed if the purpose of its removal is in accordance with the purpose of this NVPP.
- Prior to the removal of any native vegetation, a statement of intention to remove native vegetation must be provided to the satisfaction of the responsible authority. The statement must include:
  - The purpose of the native vegetation removal.
  - Evidence that an offset has been secured. The offset must meet the offset requirements set out in this NVPP and delivered in accordance with the requirements of *Guidelines for the removal, destruction or lopping of native vegetation*. Offset evidence can be:
    - A security agreement (signed by both parties) to the required standard for the offset site or sites, including a 10 year offset management plan.
    - Other evidence that meets the requirements described in section 5 of this NVPP.
    - An allocated credit extract from the Native Vegetation Credit Register.
- Prior to the removal of any native vegetation, or prior to the commencement of works, all native vegetation identified in this NVPP as to be retained must be protected by high visibility fencing, as follows:
  - Fencing around scattered trees and trees within patches of native vegetation must meet the minimum standards for a tree protection zone described in AS 4970-2009 *Protection of trees on development sites* or succeeding Australian Standard.
  - Fencing around patches of native vegetation must be erected at a minimum distance of 2 metres from the retained native vegetation. Fencing must remain in place for the duration of works.

  Except with the written consent of the Responsible Authority, within the native vegetation protection areas,
  - No vehicular or pedestrian access, trenching or soil excavation is to occur;
  - No storage or dumping of tools, equipment or waste is to occur; and
  - No entry and exit pits for underground services are to be constructed.
- Prior to felling of any tree which may be removed, the tree must be examined by a suitably qualified zoologist for the presence of fauna in hollows or external nests. Whenever possible tree removal should not occur during spring and early summer to avoid disturbing active nests. If native fauna species are located, they must be salvaged and relocated to the closest

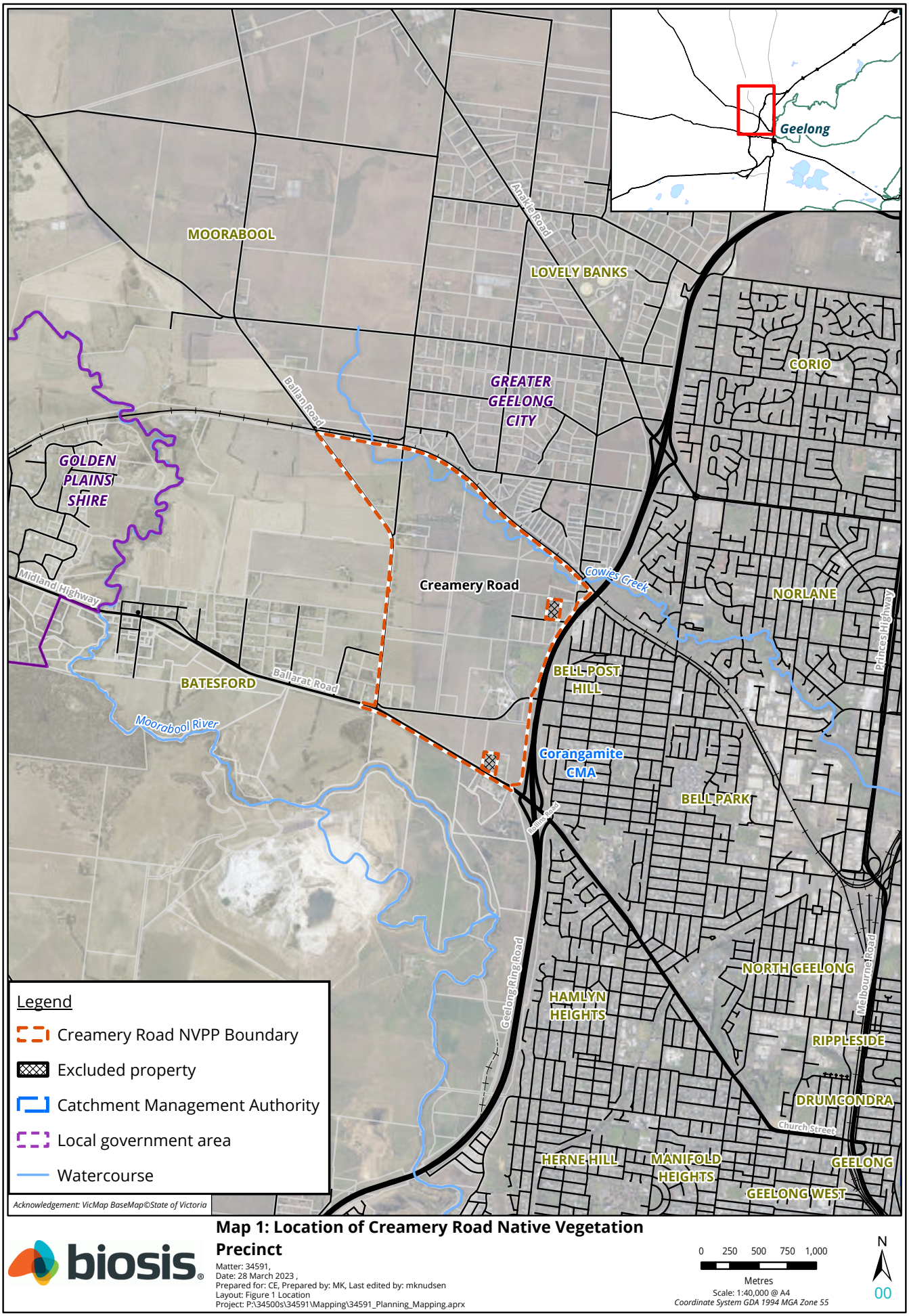
suitable vegetation, in consultation with the Department of Energy, Environment and Climate Action (DEECA) and the Responsible Authority.

- All indigenous trees permitted to be removed must be relocated into protected conservation areas within the NVPP or a nearby conservation reserve for inclusion as large logs, in consultation with DEECA and the Responsible Authority. These logs must be cut into a minimum of 1.5 metre lengths and placed into the conservation areas under the direction of a suitably qualified ecologist or Council environment officer, with the written consent of the Responsible Authority.
- Any construction stockpiles, fill and machinery must be placed at least 30 metres away from areas supporting native vegetation and drainage lines, or to the satisfaction of the responsible authority.
- Prior to the removal of vegetation the Responsible Authority and/or DEECA must be given an opportunity to salvage genetic material from flora species for use in nearby Public Reserves.
- All earthworks must be undertaken in a manner that will minimise soil erosion and adhere to relevant EPA Guidelines (https://www.epa.vic.gov.au/for-business/find-a-topic/construction-industry-guidance).
- Water run-off must be designed to ensure that native vegetation to be retained is not compromised.

The following condition must be included on any subdivision permit:

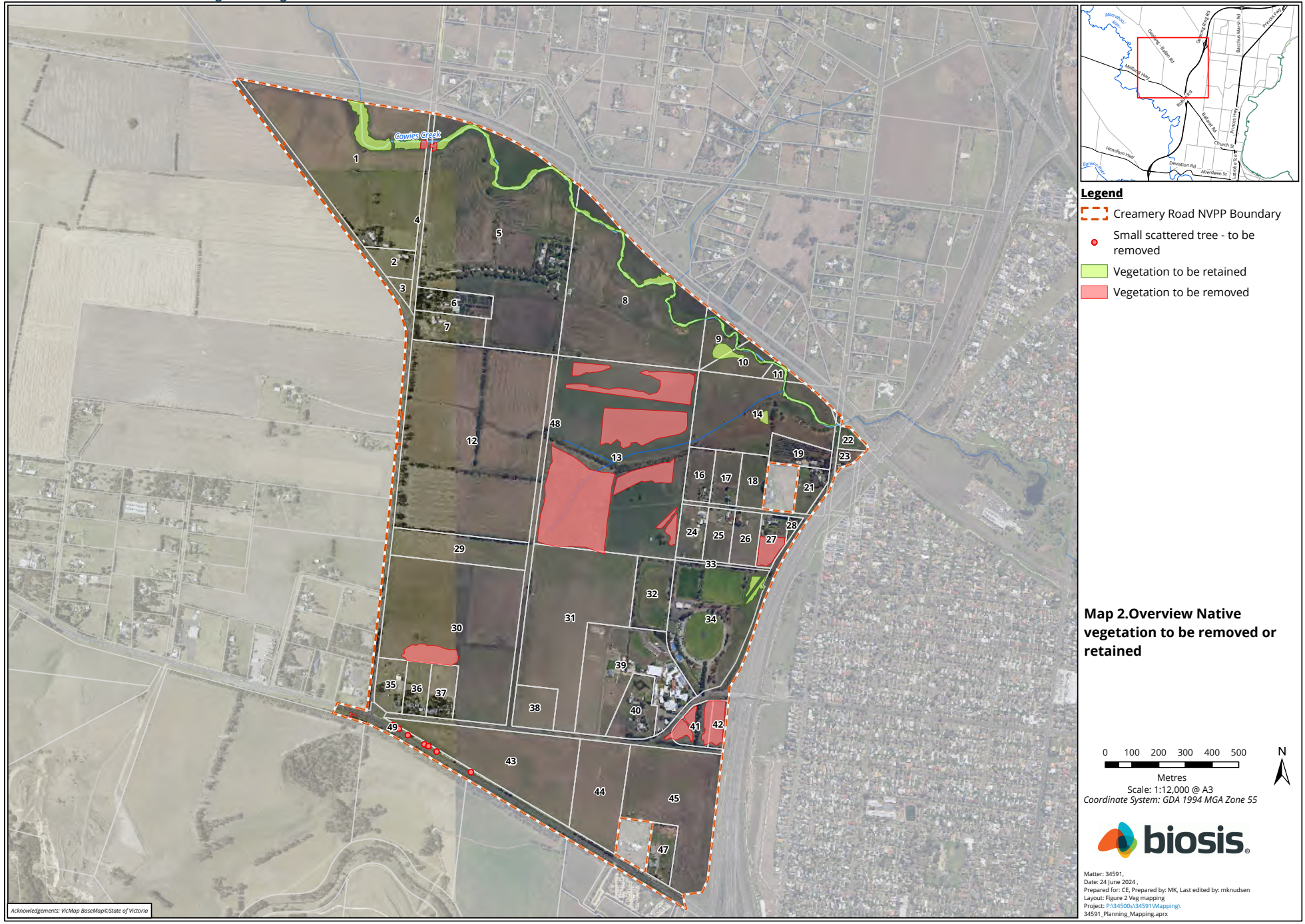
- Prior to *[insert appropriate timeframe: the beginning of any works authorised by this permit /, certification of the plan of subdivision / other timeframe as appropriate]* a statement of intention must be provided to the satisfaction of the responsible authority. The statement must include:
  - The purpose of the subdivision.
  - Evidence that an offset has been secured. The offset must meet the offset requirements set out in this NVPP and delivered in accordance with the requirements of *Guidelines for the removal, destruction or lopping of native vegetation*. Offset evidence can be:
    - A security agreement (signed by both parties) to the required standard for the offset site or sites, including a 10 year offset management plan.
    - An allocated credit extract from the Native Vegetation Credit Register.

7. Maps



Map 1: Location of Creamery Road Native Vegetation Precinct

Matter: 34591,
Date: 28 March 2023 ,
Prepared for: CE, Prepared by: MK, Last edited by: mknudsen
Layout: Figure 1 Location
Project: P:\34500s\34591\Mapping\34591_Planning_Mapping.aprx



Legend

- Creamery Road NVPP Boundary
- Small scattered tree - to be removed
- Vegetation to be retained
- Vegetation to be removed

Map 2.Overview Native vegetation to be removed or retained

0 100 200 300 400 500

Metres

Scale: 1:12,000 @ A3

Coordinate System: GDA 1994 MGA Zone 55

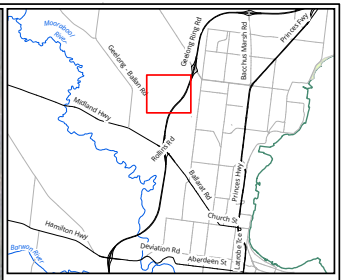
N

biosis

Matter: 34591,
Date: 24 June 2024 ,
Prepared for: CE, Prepared by: MK, Last edited by: mknudsen
Layout: Figure 2 Veg mapping
Project: P:\34500s\34591\Mapping\34591_Planning_Mapping.aprx


CR17
CR18
CR18
Cowies Creek
CR19
CR19
CR16
CR15
CR14
1
2
3
4
5
6
7
8
12
48
13
Acknowledgements: VicMap BaseMap©State of Victoria
Legend
Creamery Road NVPP Boundary
Vegetation to be retained
Vegetation to be removed
Map 2.9 Native vegetation to be removed or retained
0 40 80 120 160 200
Metres
Scale: 1:5,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55
N
biosis
Matter: 34591,
Date: 24 June 2024 ,
Prepared for: CE, Prepared by: MK, Last edited by: mknudsen
Layout: Figure 2 Veg mapping
Project: P:\34500s\34591\Mapping\
34591_Planning_Mapping.aprx





Legend

- Creamery Road NVPP Boundary
- Vegetation to be retained
- Vegetation to be removed

Map 2.10 Native vegetation to be removed or retained

0 40 80 120 160 200

Metres

Scale: 1:5,000 @ A3

Coordinate System: GDA 1994 MGA Zone 55

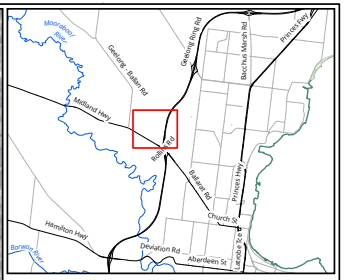
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biosis

Matter: 34591,
Date: 24 June 2024 ,
Prepared for: CE, Prepared by: MK, Last edited by: mknudsen
Layout: Figure 2 Veg mapping
Project: P:\34500s\34591\Mapping\
34591_Planning_Mapping.aprx


CR15
CR14
CR11
CR10
CR1
CR20
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Legend
Creamery Road NVPP Boundary
Small scattered tree - to be removed
Vegetation to be removed
Map 2.11 Native vegetation to be removed or retained
0 40 80 120 160 200
Metres
Scale: 1:5,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55
N
biosis
Matter: 34591,
Date: 24 June 2024 ,
Prepared for: CE, Prepared by: MK, Last edited by: mknudsen
Layout: Figure 2 Veg mapping
Project: P:\34500s\34591\Mapping\
34591_Planning_Mapping.aprx
Acknowledgements: VicMap BaseMap©State of Victoria





Legend

- Creamery Road NVPP Boundary
- Small scattered tree - to be removed
- Vegetation to be retained
- Vegetation to be removed

Map 2.12 Native vegetation to be removed or retained

0 40 80 120 160 200

Metres

Scale: 1:5,000 @ A3

Coordinate System: GDA 1994 MGA Zone 55

N

biosis

Matter: 34591,
Date: 24 June 2024 ,
Prepared for: CE, Prepared by: MK, Last edited by: mknudsen
Layout: Figure 2 Veg mapping
Project: P:\34500s\34591\Mapping\
34591_Planning_Mapping.aprx

Appendix A. Native vegetation removal report

Native vegetation removal report

This report provides information to support an application to remove, destroy or lop native vegetation in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation*. The report **is not an assessment by DELWP** of the proposed native vegetation removal. Native vegetation information and offset requirements have been determined using spatial data provided by the applicant or their consultant.

Date of issue: **26/06/2024**
Time of issue: **11:00 am**

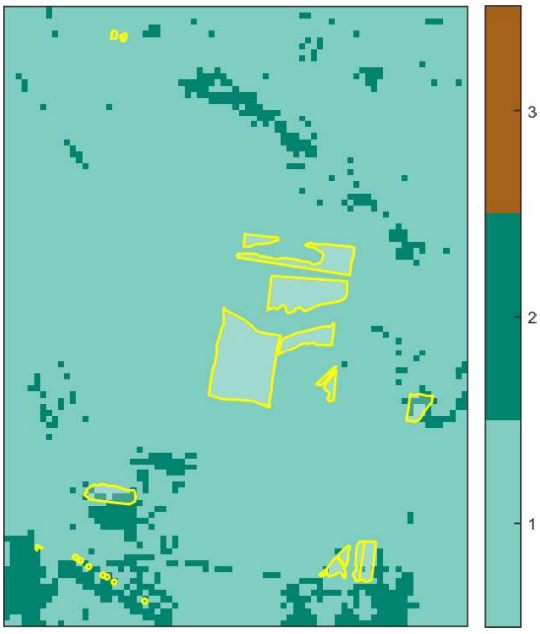
Report ID: BIO_2024_051

Project ID	CreameryRD_VL_34591_V3

Assessment pathway

Assessment pathway	**Detailed Assessment Pathway**
Extent including past and proposed	20.430 ha
Extent of past removal	0.000 ha
Extent of proposed removal	20.430 ha
No. Large trees proposed to be removed	0
Location category of proposed removal	Location 2 The native vegetation is in an area mapped as an endangered Ecological Vegetation Class (as per the statewide EVC map). Removal of less than 0.5 hectares of native vegetation in this location will not have a significant impact on any habitat for a rare or threatened species.

1. Location map



VICTORIA State Government | Environment, Land, Water and Planning

Native vegetation removal report

Total Offset requirements if a permit is granted

Any approval granted will include a condition to obtain an offset that meets the following requirements:

General offset amount[1]	4.142 general habitat units
Vicinity	Corangamite Catchment Management Authority (CMA) or Greater Geelong City Council
Minimum strategic biodiversity value score[2]	0.338
Large trees	0 large trees

Offset requirements if a permit is granted for Property 1

Any approval granted will include a condition to obtain an offset that meets the following requirements:

General offset amount[3]	0.012 general habitat units
Vicinity	Corangamite Catchment Management Authority (CMA) or Greater Geelong City Council
Minimum strategic biodiversity value score[4]	0.420
Large trees	0 large trees

Offset requirements if a permit is granted for Property 13

Any approval granted will include a condition to obtain an offset that meets the following requirements:

General offset amount[5]	3.222 general habitat units
Vicinity	Corangamite Catchment Management Authority (CMA) or Greater Geelong City Council
Minimum strategic biodiversity value score[6]	0.316
Large trees	0 large trees

NB: values within tables in this document may not add to the totals shown above due to rounding

Appendix 1 includes information about the native vegetation to be removed

Appendix 2 includes information about the rare or threatened species mapped at the site.

Appendix 3 includes maps showing native vegetation to be removed and extracts of relevant species habitat importance maps

1 The general offset amount required is the sum of all general habitat units in Appendix 1.

2 Minimum strategic biodiversity score is 80 per cent of the weighted average score across habitat zones where a general offset is required

3 The general offset amount required is the sum of all general habitat units in Appendix 1.

4 Minimum strategic biodiversity score is 80 per cent of the weighted average score across habitat zones where a general offset is required

5 The general offset amount required is the sum of all general habitat units in Appendix 1.

6 Minimum strategic biodiversity score is 80 per cent of the weighted average score across habitat zones where a general offset is required

Native vegetation removal report

Offset requirements if a permit is granted for Property 27

Any approval granted will include a condition to obtain an offset that meets the following requirements:

General offset amount[7]	0.161 general habitat units
Vicinity	Corangamite Catchment Management Authority (CMA) or Greater Geelong City Council
Minimum strategic biodiversity value score[8]	0.400
Large trees	0 large trees

Offset requirements if a permit is granted for Property 30

Any approval granted will include a condition to obtain an offset that meets the following requirements:

General offset amount[9]	0.245 general habitat units
Vicinity	Corangamite Catchment Management Authority (CMA) or Greater Geelong City Council
Minimum strategic biodiversity value score[10]	0.400
Large trees	0 large trees

Offset requirements if a permit is granted for Property 31

Any approval granted will include a condition to obtain an offset that meets the following requirements:

General offset amount[11]	0.003 general habitat units
Vicinity	Corangamite Catchment Management Authority (CMA) or Greater Geelong City Council
Minimum strategic biodiversity value score[12]	0.370
Large trees	0 large trees

7 The general offset amount required is the sum of all general habitat units in Appendix 1.

8 Minimum strategic biodiversity score is 80 per cent of the weighted average score across habitat zones where a general offset is required

9 The general offset amount required is the sum of all general habitat units in Appendix 1.

10 Minimum strategic biodiversity score is 80 per cent of the weighted average score across habitat zones where a general offset is required

11 The general offset amount required is the sum of all general habitat units in Appendix 1.

12 Minimum strategic biodiversity score is 80 per cent of the weighted average score across habitat zones where a general offset is required

Offset requirements if a permit is granted for Property 4

Any approval granted will include a condition to obtain an offset that meets the following requirements:

General offset amount[13]	0.001 general habitat units
Vicinity	Corangamite Catchment Management Authority (CMA) or Greater Geelong City Council
Minimum strategic biodiversity value score[14]	0.440
Large trees	0 large trees

Offset requirements if a permit is granted for Property 41

Any approval granted will include a condition to obtain an offset that meets the following requirements:

General offset amount[15]	0.229 general habitat units
Vicinity	Corangamite Catchment Management Authority (CMA) or Greater Geelong City Council
Minimum strategic biodiversity value score[16]	0.494
Large trees	0 large trees

Offset requirements if a permit is granted for Property 42

Any approval granted will include a condition to obtain an offset that meets the following requirements:

General offset amount[17]	0.192 general habitat units
Vicinity	Corangamite Catchment Management Authority (CMA) or Greater Geelong City Council
Minimum strategic biodiversity value score[18]	0.720
Large trees	0 large trees

13 The general offset amount required is the sum of all general habitat units in Appendix 1.

14 Minimum strategic biodiversity score is 80 per cent of the weighted average score across habitat zones where a general offset is required

15 The general offset amount required is the sum of all general habitat units in Appendix 1.

16 Minimum strategic biodiversity score is 80 per cent of the weighted average score across habitat zones where a general offset is required

17 The general offset amount required is the sum of all general habitat units in Appendix 1.

18 Minimum strategic biodiversity score is 80 per cent of the weighted average score across habitat zones where a general offset is required

Native vegetation removal report

Offset requirements if a permit is granted for Property 48

Any approval granted will include a condition to obtain an offset that meets the following requirements:

General offset amount[19]	0.007general habitat units
Vicinity	Corangamite Catchment Management Authority (CMA) or Greater Geelong City Council
Minimum strategic biodiversity value score[20]	0.140
Large trees	0 large trees

Offset requirements if a permit is granted for Property 49

Any approval granted will include a condition to obtain an offset that meets the following requirements:

General offset amount[21]	0.062 general habitat units
Vicinity	Corangamite Catchment Management Authority (CMA) or Greater Geelong City Council
Minimum strategic biodiversity value score[22]	0.565
Large trees	0 large trees

Offset requirements if a permit is granted for Property 5

Any approval granted will include a condition to obtain an offset that meets the following requirements:

General offset amount[23]	0.009 general habitat units
Vicinity	Corangamite Catchment Management Authority (CMA) or Greater Geelong City Council
Minimum strategic biodiversity value score[24]	0.440
Large trees	0 large trees

Next steps

Any proposal to remove native vegetation must meet the application requirements of the Detailed Assessment Pathway and it will be assessed under the Detailed Assessment Pathway.

If you wish to remove the mapped native vegetation you are required to apply for a permit from your local council. Council will refer your application to DELWP for assessment, as required. **This report is not a referral assessment by DELWP.**

19 The general offset amount required is the sum of all general habitat units in Appendix 1.

20 Minimum strategic biodiversity score is 80 per cent of the weighted average score across habitat zones where a general offset is required

21 The general offset amount required is the sum of all general habitat units in Appendix 1.

22 Minimum strategic biodiversity score is 80 per cent of the weighted average score across habitat zones where a general offset is required

23 The general offset amount required is the sum of all general habitat units in Appendix 1.

24 Minimum strategic biodiversity score is 80 per cent of the weighted average score across habitat zones where a general offset is required

Native vegetation removal report

This *Native vegetation removal report* must be submitted with your application for a permit to remove, destroy or lop native vegetation.

Refer to the *Guidelines for the removal, destruction or lopping of native* vegetation (the Guidelines) for a full list of application requirements This report provides information that meets the following application requirements:

- The assessment pathway and reason for the assessment pathway
- A description of the native vegetation to be removed (partly met)
- Maps showing the native vegetation and property (partly met)
- Information about the impacts on rare or threatened species.
- The offset requirements determined in accordance with section 5 of the Guidelines that apply if approval is granted to remove native vegetation.

Additional application requirements must be met including:

- Topographical and land information
- Recent dated photographs
- Details of past native vegetation removal
- An avoid and minimise statement
- A copy of any Property Vegetation Plan that applies
- A defendable space statement as applicable
- A statement about the Native Vegetation Precinct Plan as applicable
- A site assessment report including a habitat hectare assessment of any patches of native vegetation and details of trees
- An offset statement that explains that an offset has been identified and how it will be secured.

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Authorised by the Victorian Government, 8 Nicholson Street, East Melbourne.

For more information contact the DELWP Customer Service Centre 136 186

www.delwp.vic.gov.au

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Obtaining this publication does not guarantee that an application will meet the requirements of Clauses 52.16 or 52.17 of the Victoria Planning Provisions and Victorian planning schemes or that a permit to remove native vegetation will be granted.

Notwithstanding anything else contained in this publication, you must ensure that you comply with all relevant laws, legislation, awards or orders and that you obtain and comply with all permits, approvals and the like that affect, are applicable or are necessary to undertake any action to remove, lop or destroy or otherwise deal with any native vegetation or that apply to matters within the scope of Clauses 52.16 or 52.17 of the Victoria Planning Provisions and Victorian planning schemes.

Appendix 1: Description of native vegetation to be removed

The species-general offset test was applied to your proposal. This test determines if the proposed removal of native vegetation has a proportional impact on any rare or threatened species habitats above the species offset threshold. The threshold is set at 0.005 per cent of the mapped habitat value for a species. When the proportional impact is above the species offset threshold a species offset is required. This test is done for all species mapped at the site. Multiple species offsets will be required if the species offset threshold is exceeded for multiple species.

Where a zone requires species offset(s), the species habitat units for each species in that zone is calculated by the following equation in accordance with the Guidelines:

Species habitat units = extent x condition x species landscape factor x 2, where the species landscape factor = 0.5 + (habitat importance score/2)

The species offset amount(s) required is the sum of all species habitat units per zone

Where a zone does not require a species offset, the general habitat units in that zone is calculated by the following equation in accordance with the Guidelines:

General habitat units = extent x condition x general landscape factor x 1.5, where the general landscape factor = 0.5 + (strategic biodiversity value score/2)

The general offset amount required is the sum of all general habitat units per zone.

Native vegetation to be removed

Information provided by or on behalf of the applicant in a GIS file							Information calculated by EnSym					
Zone	Type	BioEVC	BioEVC conservation status	Large tree(s)	Partial removal	Condition score	Polygon Extent	Extent without overlap	SBV score	HI score	Habitat units	Offset type
1-30	Patch	vvp_0132	Endangered	0	no	0.190	1.227	1.227	0.400		0.245	General
1-42	Patch	vvp_0132	Endangered	0	no	0.190	0.783	0.783	0.720		0.192	General
1-41	Patch	vvp_0132	Endangered	0	no	0.190	0.211	0.211	0.720		0.052	General
2-41	Patch	vvp_0132	Endangered	0	no	0.190	0.380	0.380	0.453		0.079	General
1-27	Patch	vvp_0132	Endangered	0	no	0.190	0.809	0.809	0.400		0.161	General
1-13	Patch	vvp_0132	Endangered	0	no	0.190	0.305	0.305	0.371		0.060	General
2-13	Patch	vvp_0132	Endangered	0	no	0.190	0.134	0.134	0.370		0.026	General
3-13	Patch	vvp_0132	Endangered	0	no	0.190	7.927	7.927	0.391		1.571	General
4-13	Patch	vvp_0132	Endangered	0	no	0.190	1.359	1.359	0.390		0.269	General
5-13	Patch	vvp_0132	Endangered	0	no	0.190	3.675	3.675	0.403		0.735	General
6-13	Patch	vvp_0132	Endangered	0	no	0.190	2.347	2.347	0.404		0.469	General

Information provided by or on behalf of the applicant in a GIS file							Information calculated by EnSym					
Zone	Type	BioEVC	BioEVC conservation status	Large tree(s)	Partial removal	Condition score	Polygon Extent	Extent without overlap	SBV score	HI score	Habitat units	Offset type
7-13	Patch	vvp_0132	Endangered	0	no	0.190	0.463	0.463	0.400		0.092	General
1-49	Patch	vvp_0821	Depleted	0	no	0.260	0.019	0.019	0.640		0.006	General
2-49	Scattered Tree	vvp_0132	Endangered	0	no	0.200	0.031	0.031	0.753		0.008	General
3-49	Scattered Tree	vvp_0132	Endangered	0	no	0.200	0.031	0.030	0.760		0.008	General
4-49	Scattered Tree	vvp_0132	Endangered	0	no	0.200	0.031	0.031	0.760		0.008	General
5-49	Scattered Tree	vvp_0132	Endangered	0	no	0.200	0.031	0.031	0.430		0.007	General
6-49	Scattered Tree	vvp_0132	Endangered	0	no	0.200	0.031	0.031	0.760		0.008	General
7-49	Scattered Tree	vvp_0132	Endangered	0	no	0.200	0.031	0.030	0.760		0.008	General
8-49	Scattered Tree	vvp_0132	Endangered	0	no	0.200	0.031	0.031	0.760		0.008	General
1-31	Patch	vvp_0132	Endangered	0	no	0.190	0.014	0.014	0.370		0.003	General
3-41	Patch	vvp_0132	Endangered	0	no	0.190	0.402	0.402	0.720		0.099	General
1-48	Patch	vvp_0132	Endangered	0	no	0.190	0.040	0.040	0.140		0.007	General
1-1	Patch	vvp_0068	Endangered	0	no	0.170	0.064	0.064	0.420		0.012	General
1-5	Patch	vvp_0068	Endangered	0	no	0.170	0.046	0.046	0.440		0.009	General
1-4	Patch	vvp_0068	Endangered	0	no	0.170	0.006	0.006	0.440		0.001	General

Appendix 2: Information about impacts to rare or threatened species' habitats on site

This table lists all rare or threatened species' habitats mapped at the site.

Species common name	Species scientific name	Species number	Conservation status	Group	Habitat impacted	% habitat value affected
Melbourne Yellow-gum	*Eucalyptus leucoxylon subsp. connata*	504484	Vulnerable	Dispersed	Habitat importance map	0.0004
Small Golden Moths	*Diuris basaltica*	501473	Endangered	Dispersed	Habitat importance map	0.0004
Heath Spear-grass	*Austrostipa exilis*	503984	Rare	Dispersed	Habitat importance map	0.0003
Spiny Rice-flower	*Pimelea spinescens subsp. spinescens*	504823	Endangered	Dispersed	Habitat importance map	0.0001
Snowy Mint-bush	*Prostanthera nivea var. nivea*	502746	Rare	Dispersed	Habitat importance map	0.0001
Button Wrinklewort	*Rutidosis leptorhynchoides*	502982	Endangered	Dispersed	Habitat importance map	0.0001
Brackish Plains Buttercup	*Ranunculus diminutus*	504314	Rare	Dispersed	Habitat importance map	0.0001
Large-headed Fireweed	*Senecio macrocarpus*	503116	Endangered	Dispersed	Habitat importance map	0.0001
Velvet Daisy-bush	*Olearia pannosa subsp. cardiophylla*	502317	Vulnerable	Dispersed	Habitat importance map	0.0001
Plump Swamp Wallaby-grass	*Amphibromus pithogastrus*	503624	Endangered	Dispersed	Habitat importance map	0.0001
Arching Flax-lily	*Dianella sp. aff. longifolia (Benambra)*	505560	Vulnerable	Dispersed	Habitat importance map	0.0001
Purple Diuris	*Diuris punctata*	501084	Vulnerable	Dispersed	Habitat importance map	0.0001
Pale Swamp Everlasting	*Coronidium gunnianum*	504655	Vulnerable	Dispersed	Habitat importance map	0.0001
Rye Beetle-grass	*Tripogon loliiformis*	503455	Rare	Dispersed	Habitat importance map	0.0001
Small Scurf-pea	*Cullen parvum*	502773	Endangered	Dispersed	Habitat importance map	0.0001
Clumping Golden Moths	*Diuris gregaria*	504887	Endangered	Dispersed	Habitat importance map	0.0001
Large-flower Crane's-bill	*Geranium sp. 1*	505342	Endangered	Dispersed	Habitat importance map	0.0001

Purple Blown-grass	*Lachnagrostis punicea subsp. punicea*	504206	Rare	Dispersed	Habitat importance map	0.0000
Tough Scurf-pea	*Cullen tenax*	502776	Endangered	Dispersed	Habitat importance map	0.0000
Matted Flax-lily	*Dianella amoena*	505084	Endangered	Dispersed	Habitat importance map	0.0000
Pale-flower Crane's-bill	*Geranium sp. 3*	505344	Rare	Dispersed	Habitat importance map	0.0000
Dark Wire-grass	*Aristida calycina var. calycina*	503630	Rare	Dispersed	Habitat importance map	0.0000
Wavy Swamp Wallaby-grass	*Amphibromus sinuatus*	503625	Vulnerable	Dispersed	Habitat importance map	0.0000
Hairy Tails	*Ptilotus erubescens*	502825	Vulnerable	Dispersed	Habitat importance map	0.0000
Rosemary Grevillea	*Grevillea rosmarinifolia subsp. rosmarinifolia*	504066	Rare	Dispersed	Habitat importance map	0.0000
Clover Glycine	*Glycine latrobeana*	501456	Vulnerable	Dispersed	Habitat importance map	0.0000
Woodland Leek-orchid	*Prasophyllum sp. aff. validum A*	505904	Endangered	Dispersed	Habitat importance map	0.0000
Branching Groundsel	*Senecio cunninghamii var. cunninghamii*	503104	Rare	Dispersed	Habitat importance map	0.0000
Swamp Everlasting	*Xerochrysum palustre*	503763	Vulnerable	Dispersed	Habitat importance map	0.0000
Small Milkwort	*Comesperma polygaloides*	500798	Vulnerable	Dispersed	Habitat importance map	0.0000
Golden Cowslips	*Diuris behrii*	501061	Vulnerable	Dispersed	Habitat importance map	0.0000
Dwarf Brooklime	*Gratiola pumilo*	503753	Rare	Dispersed	Habitat importance map	0.0000
Leafy Twig-sedge	*Cladium procerum*	500786	Rare	Dispersed	Habitat importance map	0.0000
Buloke	*Allocasuarina luehmannii*	500678	Endangered	Dispersed	Habitat importance map	0.0000
Austral Tobacco	*Nicotiana suaveolens*	502275	Rare	Dispersed	Habitat importance map	0.0000
Tufted Grass-tree	*Xanthorrhoea caespitosa*	505088	Rare	Dispersed	Habitat importance map	0.0000
Cane Spear-grass	*Austrostipa breviglumis*	503268	Rare	Dispersed	Habitat importance map	0.0000
Late-flower Flax-lily	*Dianella tarda*	505085	Vulnerable	Dispersed	Habitat importance map	0.0000
Annual Fireweed	*Senecio glomeratus subsp. longifructus*	507144	Rare	Dispersed	Habitat importance map	0.0000
Black Falcon	*Falco subniger*	10238	Vulnerable	Dispersed	Habitat importance map	0.0000

Buloke Mistletoe	*Amyema linophylla subsp. orientalis*	500217	Vulnerable	Dispersed	Habitat importance map	0.0000
Grey Goshawk	*Accipiter novaehollandiae novaehollandiae*	10220	Vulnerable	Dispersed	Habitat importance map	0.0000
Brittle Greenhood	*Pterostylis truncata*	502821	Endangered	Dispersed	Habitat importance map	0.0000
Port Lincoln Snake	*Parasuta spectabilis*	12813	Vulnerable	Dispersed	Habitat importance map	0.0000
White-throated Needletail	*Hirundapus caudacutus*	10334	Vulnerable	Dispersed	Habitat importance map	0.0000
Swamp Diuris	*Diuris palustris*	501082	Vulnerable	Dispersed	Habitat importance map	0.0000
Waterbush	*Myoporum montanum*	502240	Rare	Dispersed	Habitat importance map	0.0000

Habitat group

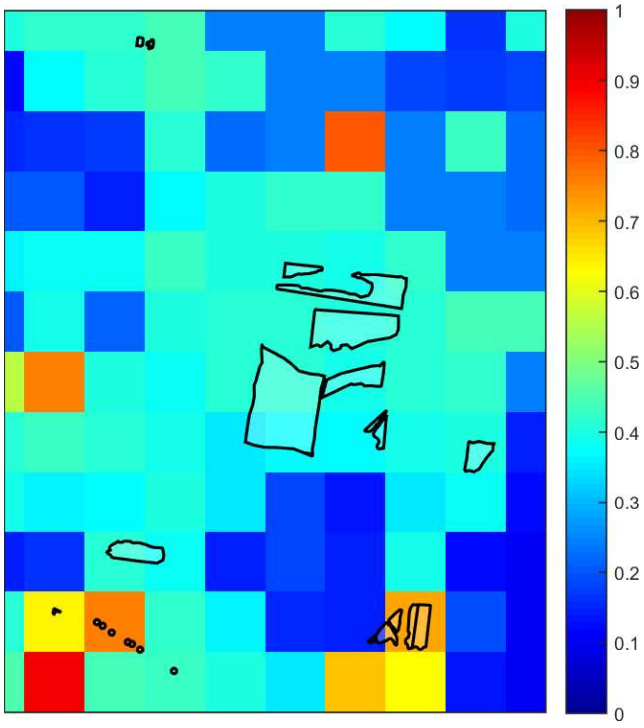
- Highly localised habitat means there is 2000 hectares or less mapped habitat for the species
- Dispersed habitat means there is more than 2000 hectares of mapped habitat for the species

Habitat impacted

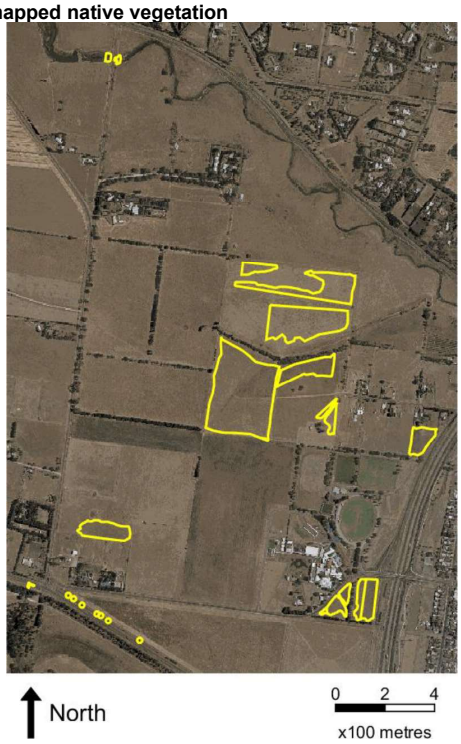
- Habitat importance maps are the maps defined in the Guidelines that include all the mapped habitat for a rare or threatened species
- Top ranking maps are the maps defined in the Guidelines that depict the important areas of a dispersed species habitat, developed from the highest habitat importance scores in dispersed species habitat maps and selected VBA records
- Selected VBA record is an area in Victoria that represents a large population, roosting or breeding site etc.

Appendix 3 – Images of mapped native vegetation

2. Strategic biodiversity values map



3. Aerial photograph showing mapped native vegetation



4. Map of the property in context

Yellow boundaries denote areas of proposed native vegetation removal.



GREATER GEELONG

CREAMERY ROAD DEVELOPMENT CONTRIBUTIONS PLAN

JULY 2024

CITY OF GREATER GEELONG

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1 Summary of Charges

Table 1 provides an overview of the project categories and charges included within this Development Contributions Plan (DCP). A more detailed explanation of apportionment, methods of calculation, and the description and costs of individual projects is included within the document.

Table 1 – Summary of Charges

SUMMARY - NET DEVELOPABLE AREA (NDA) BY CHARGE AREA		
CHARGE AREA	TOTAL COST OF CONTRIBUTION	CONTRIBUTION PER NDA
CHARGE AREA 1	$313,115,897.60	$1,599,840.06

SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY (DIL)					
PROJECTS	TOTAL COST OF PROJECTS	TOTAL COST OF PROJECTS ALLOCATED TO MCA	DIL	PERCENTAGE OF TOTAL COSTS FUNDED BY DCP	PERCENTAGE OF TOTAL COSTS EXTERNALLY FUNDED
TRANSPORT	$261,939,787.99	$147,904,937.99	$755,708.18	56%	44%
RECREATION	$107,904,492.39	$51,174,081.92	$261,469.79	47%	53%
COMMUNITY	$25,694,539.98	$20,658,857.98	$105,554.74	80%	20%
DRAINAGE	$91,210,623.64	$91,210,623.64	$466,033.22	100%	0%
PLANNING	$2,167,396.07	$2,167,396.07	$11,074.13	100%	0%
TOTAL	**$488,916,840.07**	**$313,115,897.60**	**$1,599,840.06**	**64%**	**36%**

SUMMARY - BREAKDOWN OF DEVELOPMENT INFRASTRUCTURE LEVY					
PROJECTS	TOTAL COST OF PROJECTS	TOTAL COST OF PROJECTS ALLOCATED TO MCA	CONTRIBUTION PER NDA	PERCENTAGE OF TOTAL COSTS FUNDED BY DCP	PERCENTAGE OF TOTAL COSTS EXTERNALLY FUNDED
LAND	$94,178,149.95	$93,259,540.95	$476,501.99	99%	1%
CONSTRUCTION	$394,738,690.12	$219,856,356.65	$1,123,338.07	56%	44%
TOTAL	**$488,916,840.07**	**$313,115,897.60**	**$1,599,840.06**	**64%**	**36%**

SUMMARY - COMMUNITY INFRASTRUCTURE LEVY					
PROJECTS	TOTAL COST OF PROJECTS	ESTIMATED DWELLINGS	ESTIMATED TOTAL CONTRIBUTION	PERCENTAGE OF TOTAL COSTS FUNDED BY DCP	PERCENTAGE OF TOTAL COSTS EXTERNALLY FUNDED
Capped at $1,450	$9,042,260.05	3,646	$5,287,365.55	58%	42%

2 Introduction

The Creamery Road DCP ('the DCP') has been prepared by the City of Greater Geelong with the assistance of government agencies, service authorities, technical agencies, and major stakeholders.

The DCP:

- Outlines projects required to ensure that future residents, visitors and workers in the Creamery Road precinct ('the precinct') can be provided with timely access to infrastructure and services necessary to support a quality and affordable lifestyle.
- Establishes a framework for development proponents to make a financial contribution towards the cost of identified infrastructure projects.
- Ensures the cost of providing new infrastructure and services is shared equitably between various development proponents and the wider community.
- Provides the details of the calculation of financial contributions that must be made by future developments towards the nominated projects; and
- Provides developers, investors, and the local community with certainty about development contribution requirements and how these will be administered.

2.1 REPORT STRUCTURE

The DCP document comprises five parts:

1. Strategic basis: Clearly explains the strategic basis for the DCP.
2. Justification: Provides justification for the various infrastructure projects included in the DCP.
3. Calculation of contributions: Sets out how the development contributions are calculated and cost apportioned.
4. Administration: Focuses on administration of the DCP.
5. Implementation: Focuses on implementation of the DCP.

2.2 STRATEGIC BASIS

The DCP has been prepared in conjunction with the Creamery Road Precinct Structure Plan (PSP).

The strategic basis for the DCP is informed by:

- State and Local Planning Policy Framework as set out in the Greater Geelong Planning Scheme.
- Precinct Structure Planning Guidelines (Victoria Planning Authority, 2021).
- Infrastructure Design Manual (Local Government Infrastructure Design Association).
- Northern and Western Geelong Growth Areas (NWGGA) Framework Plan - August 2020.
- Creamery Road Precinct Structure Plan and supporting documents.
- Alluvium Creamery Road Development Services Scheme Functional Design Report (Revised Final) June 2024.
- STANTEC - CRPSP Transport Design and Opinion of Probable Costs dated 07-May-2024.
- STANTEC - NWGGA Bridge Review - Final - July 2024.
- GHD - CRPSP Bluestone Bridge Road Preferred Option Report - FINAL 07-Jul-2023.pdf.
- URBIS- Evans Road Project - 001 - FINAL- 1 July 2024.
- Urbis Land Valuations report dated 01 July 2024; and

– NWGGA Social Infrastructure and Open Space Development Contributions Plan Peer Review and Costing - 26 June 2024 – HillPDA.

These documents set out a broad, long-term vision for the sustainable development of the precinct and its surrounds, and the estimated costs of infrastructure proposed to be funded under this DCP.

2.3 PLANNING AND ENVIRONMENT ACT 1987

The DCP has been prepared in accordance with Part 3B of the *Planning and Environment Act 1987* (the Act) and has been developed in line with the State and Local Planning Policy Framework of the Greater Geelong Planning Scheme.

It is consistent with the Ministerial Direction on development contributions plans made under section 46M(1) of the Act and has had regard to the Victorian Government's Development Contributions Plan Guidelines (Amended 2007).

The DCP provides for the charging of a development infrastructure levy (DIL) pursuant to section 46J(a) of the Act towards works, services and facilities. It also provides for the charging of a Community Infrastructure Levy pursuant to section 46J(b) of the Act as some infrastructure projects funded by the DCP are classified as community infrastructure.

The DCP forms part of the Greater Geelong Planning Scheme pursuant to section 46I of the Act and is an incorporated document under the Schedule to Clause 72.04 of the Greater Geelong Planning Scheme.

The DCP is implemented in the Greater Geelong Planning Scheme through Schedule 11 to the Development Contributions Plan Overlay (DCP11) that applies to the 'main catchment area' illustrated on Plan 2.

Plan 1 - Future Urban Structure



2.4 CREAMERY ROAD PRECINCT STRUCTURE PLAN

Geelong has been experiencing and planning for urban growth for many years. The Greater Geelong Settlement Strategy (August 2020) describes the long-term population growth forecasts and sets a strategic direction for where new houses for this increased population will be most appropriately delivered. The Northern and Western Framework Plan (2020) gave further direction to the future growth areas of Geelong and this direction was reviewed and further refined through the preparation of the Creamery Road PSP ('the PSP').

The PSP identifies approximately 195.717 hectares of land for urban development as illustrated on Plan 1. The PSP sets out the vision for how land should be developed, describes the objectives to be achieved by the future development and outlines projects required to support the future community. The need for the infrastructure set out in the DCP has been determined according to the anticipated development scenario as described in the PSP.

The DCP has a strong relationship to the PSP, as the PSP provides the rationale and justification for infrastructure items that have been included within the DCP. Accordingly, the DCP is an implementation-based planning tool which identifies the infrastructure items required by the new community and apportions the cost of this infrastructure in an equitable manner across the plan area. The PSP has been developed following a comprehensive planning process which establishes the future direction of development within the precinct.

2.5 THE AREA TO WHICH THE DEVELOPMENT CONTRIBUTIONS PLAN APPLIES

In accordance with section 46K(1)(a) of the Act, the DCP applies to land illustrated on Plan 2; this area is known as the main catchment area (MCA) or DCP area. The area shall be identified as DCP11 in the Greater Geelong Planning Scheme.

The DCP applies to 195.717 hectares Net Developable area of land.

2.6 DCP TIMEFRAME

For the purposes of the DCP, an approximate life of 25 years has been adopted. This period commences from the date that the DCP is incorporated into the Greater Geelong Planning Scheme.

Plan 2 - Main Catchment Area



3 Infrastructure Project Justification

The need for infrastructure included in the DCP has been determined on the basis of the development scenario as described in the PSP and its supporting documents. Items can be included in a DCP if the proposed development of an area is likely to create the need for infrastructure by its future community. New development does not have to trigger the need for new items in its own right. Furthermore, an item can be included in a DCP regardless of whether it is within or outside the DCP area.

Before inclusion in the DCP, all items have been assessed to ensure they have a relationship or nexus to proposed development in the PSP. The cost apportionment methodology adopted in the DCP relies on the nexus principle. A new development is deemed to have a nexus with an item if it is expected to make use of that item.

The items that have been included in the DCP all have the following characteristics, namely that they:

– Are essential to the health, safety and wellbeing of the community;

– Will be used by a broad cross-section of the community;

– Reflect the vision and strategic aspirations expressed in the PSP;

– Are not recurrent items; and

– Are the basis for the future development of an integrated network.

3.1 ITEMS NOT INCLUDED IN THE DEVELOPMENT CONTRIBUTIONS PLAN (DEVELOPER WORKS)

Any items required for the development of the PSP that are not specifically funded through the DCP must be delivered as developer works. These works must be provided by developers as a part of the development of land pursuant to planning permits and/or pursuant to agreements with servicing agencies in implementing the PSP.

Developer works not funded by the DCP include:

– Connector streets and local streets (except where nominated in the DCP);

– Intersection works and traffic management measures along arterial roads, connector streets and local streets (except where nominated in the DCP);

– Local bus stop infrastructure;

– Landscaping of all existing and future roads and local streets;

– Local shared, pedestrian and bicycle paths along local streets, connector streets, utilities easements, waterways and within local parks including bridges, intersections, and barrier crossing points (except those except those associated with other DCP items);

– All preparation earthworks associated with the local parks;

– Council approved fencing and landscaping along arterial roads, the railway corridor and shared paths, as required;

– Bicycle parking;

– Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing the open space network;

– Local street or path crossings of waterways, unless included in the DCP or outlined as the responsibility of an agency in the PSP; and

– Infrastructure as required by utility services providers, including water, sewerage, electricity, gas and telecommunications.

The items listed previously are considered to be normal to the construction of a development and are not considered to warrant cost sharing arrangements beyond those set out in the DCP.

They may be further addressed and defined by an agreement under Section 173 of the Act and/or conditions in planning permits.

Upgrade of the existing adjoining road network to an urban standard will be implemented through subdivision permit conditions to the satisfaction of the responsible authority, except where specified as a DCP project.

3.1.2 Community infrastructure vs Development infrastructure

In accordance with the Act and the Ministerial Direction on the Preparation and Content of Development Contributions Plans and Ministerial Reporting Requirements for Development Contributions Plans, the DCP makes a distinction between 'development' and 'community' infrastructure.

The timing of payment of contributions is linked to the type of infrastructure in question.

The community infrastructure levy is payable prior to the grant of a building approval (unless an alternative time is agreed between the council and a development proponent). The community infrastructure levy will be paid for at a 'per-dwelling' rate.

The Act currently stipulates that the amount that may be contributed under a community infrastructure levy is no more than $1,450 per dwelling for the 2024–25 financial year. The Governor in Council may from time to time by Order published in the Government Gazette vary the maximum amount that may be imposed as the community infrastructure levy.

If in the future the community infrastructure levy is amended, then the levy applicable to the release of the remaining dwellings may be adjusted in accordance with the revised legislative and regulatory approach as directed by the Minister for Planning.

All other infrastructure projects are classified as development infrastructure projects.

Contributions relating to development infrastructure are to be made by developers at the time of subdivision. If subdivision is not applicable, payments must be made prior to construction of buildings and works.

3.2 PROJECT IDENTIFICATION

The DCP uses a project identification system of project category and sequential number in its tables and plans. The following types of projects are included in the DCP:

– Transport projects

- Roads (RD)
- Intersections (IN)
- Pedestrian Operated Signals (POS)
- Shared user paths and trails (SP)
- Culverts (CU)
- Bridges (BR)

– Community facility projects

- Community facilities (CF)

– Open space projects

- Active Open Space – Sports Reserve (SR)
- Sports Reserve Pavilion (SRP)
- Indoor Recreation Centre (IRC)

– Drainage projects

- Constructed Waterway Works (WW)
- Ephemeral Waterway Works (EW)
- Wetland & Retarding Basin (WLRB)
- Bioretention works (BIO)
- Gross Pollutant Traps (GPT)
- Waterway Crossing works (CR)

3.2.1 Transport projects

The PSP outlines an expanded urban structure intended to support the future residential growth of the precinct, including connector streets, and local streets on a grid adjusted to meet the existing constraints of the area. Where the precinct requires a new or upgraded intersection on the periphery of the Creamery Road Precinct, the costs associated with the intersection have been included in the DCP and apportioned accordingly. The DCP will fund all the land required for these intersections within the Creamery Road Precinct.

Evans Road works between the Northern and Western growth areas has been considered as part of the Strategic Transport work as part of the PSP. The items identifies are included as a DCP items labelled “ER” and Land item LA_99. These items are externally apportioned based on Select Link Analysis provided by Stantec’s Creamery Road PSP Select Link Analysis dated 06 March 2023.

Shared user paths that serve the broader movement and access network in the Creamery Road precinct will only be included in the Development Contributions Plan (DCP) when they are associated with other DCP infrastructure items. Specifically, shared user paths will be included within the DCP when they intersect or are connected to other infrastructure items such as local parks, linear open spaces, and drainage items.

The transport projects also include:

– Construction of controlled intersections with the existing road network bordering the precinct and associated works including bridge or culvert works across waterways / drainage catchments; and

– Provision of land allocation to facilitate road construction listed in the DCP and consistent with the relevant cross-sections outlined in the PSP.

These projects are described in Table 2 and shown in Plan 3, Plan 4, Plan 5 and Plan 6.

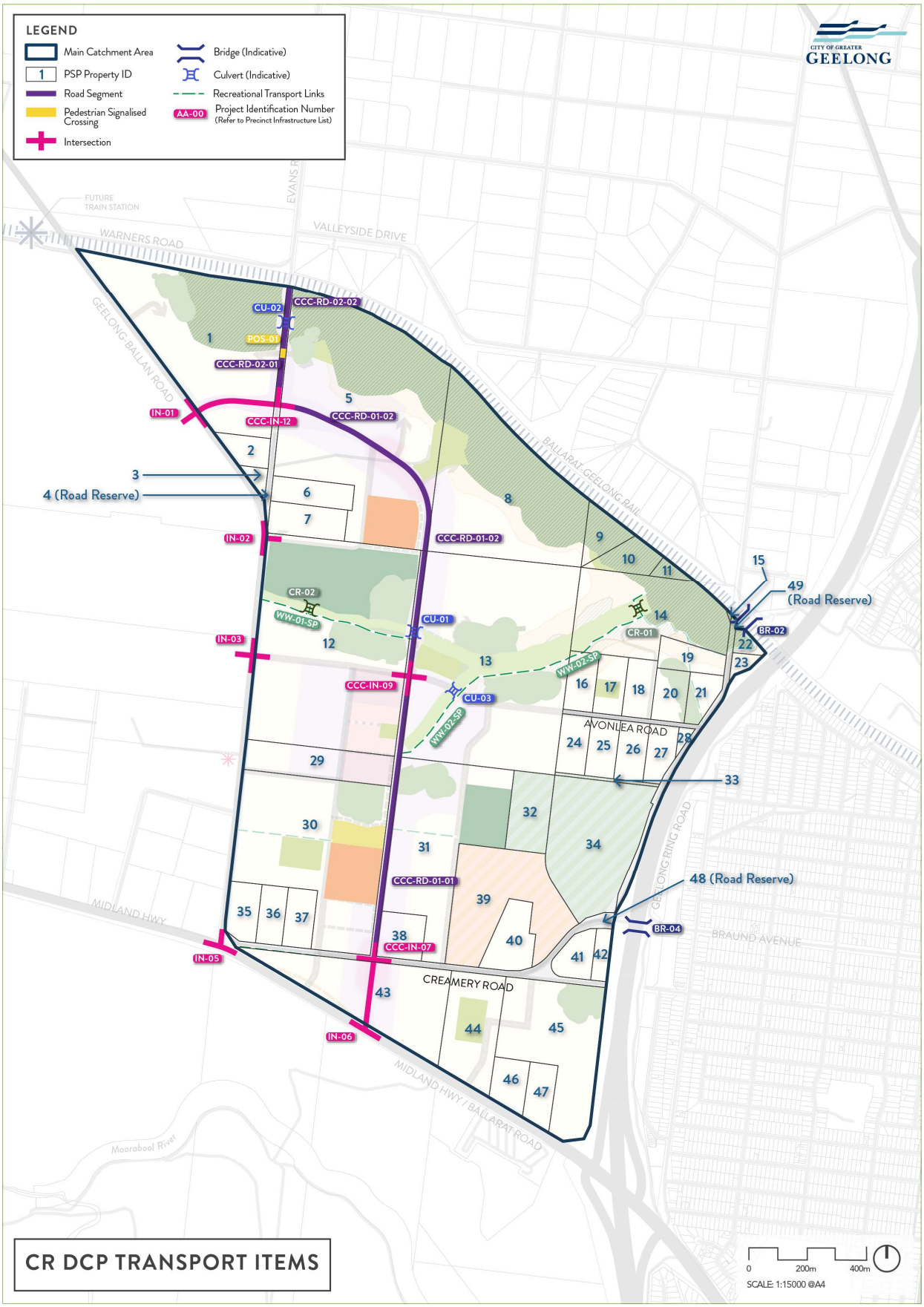
Table 2 - Transport Projects

DCP Project ID	Project Description	Indicative provision trigger
CCC_RD_01_01	CCC Road Section 1 - Works for CCC Road Cross Sections between CC-07 and CC-09	The CCC (when located in the planning permit area) is delivered within the first half of the development.
CCC_RD_01_02	CCC Road Section 2 - Works for CCC Road Cross Sections between CU-01 and CC-12	The CCC (when located in the planning permit area) is delivered within the first half of the development.
CCC_RD_02_01	CCC Evans Road Section - South - Works for CCC Evans Road (South) Cross Section between POS-01 and CU-02 Upgrade Evans Road to Secondary Arterial Road	The CCC (when located in the planning permit area) is delivered within the first half of the development.
CCC_RD_02_02	CCC Evans Road Section - North - Works for CCC Evans Road (North) Cross Section between CU-02 to PSP site boundary Upgrade Evans Road to Secondary Arterial Road	The CCC (when located in the planning permit area) is delivered within the first half of the development.
ER_RD_02_03	Upgrade Evans Road to Secondary Arterial Road - Works for Evans Road Upgrade: RD 02-03 (between ER-IN-16 and ER-IN17)	Once 70% development has occurred in Creamery Road.
ER_RD_02_04	Upgrade Evans Road to Secondary Arterial Road - Works for Evans Road Upgrade: RD 02-04 (between ER 17 and connection to future Anakie Road intersection	Once 70% development has occurred in Creamery Road.

LA_01	Land_01 - Land required for CCC	The first subdivision requiring the associated road section
LA_02	Land_02 - Land required for Ballan Road widening	The first subdivision requiring the associated road section
LA_03	Land_03 - Land required for Midland Road widening	The first subdivision requiring the intersections delivery
LA_99	Land for Evans Rd intersections and Road widening	Once 70% development has occurred in Creamery Road.
WW-01-SP	EW-01 and WW-02-Shared Path - Works for recreational transport link along EW-01 & WW-02 reserve where appropriate	Upon completion of EW-01 works
WW-02-SP	WW-01-Shared Path - Works for recreational transport link along WW-01 reserve where appropriate	Upon completion of WW-01 works
CCC_IN_07	CCC / Creamery Rd Intersection - Works for signalised through intersection - 4 leg intersection	The CCC (when located in the planning permit area) is delivered within the first half of the development.
CCC_IN_09	CCC Intersection - Works including Culvert 1 (CU-01) - Works for signalised through intersection - 4 leg intersection	The CCC (when located in the planning permit area) is delivered within the first half of the development.
CCC_IN_12	CCC/Evans Rd Intersections - Works for signalised 'T' intersection	The CCC (when located in the planning permit area) is delivered within the first half of the development.
IN_01	External Intersection - Works (interim) - Works for signalised through intersection - 4 leg intersection - Geelong Ballan Road - Connector	The first subdivision requiring the intersections delivery
IN_02	External Intersection - Works (interim) - Works for signalised 'T' intersection - Geelong Ballan Road - Connector	The first subdivision requiring the intersections delivery
IN_03	External Intersection - Works (interim) -Works for signalised through intersection - 4 leg intersection - Geelong Ballan Road - Connector	The first subdivision requiring the intersections delivery
IN_05	External Intersection - Works (interim) - Works for signalised 'T' intersection - Geelong Ballan Road - Connector	Once 50% development has occurred in Creamery Road.
IN_06	External Intersection - Works (interim) - Works for signalised intersection - Midland Highway - CCC	The first subdivision requiring the intersections delivery
ER_IN_14	Evans Road/Valleyside Drive Intersection - Works - Land and works for intersection upgrade - 3 leg intersection (unsignalised 'T' intersection)	When ER_RD_02_01 is required.

ER_IN_15	Evans Road/Asher Road Intersection - Works - Land and works for intersection upgrade - 3 leg intersection (unsignalised 'T' intersection)	When ER_RD_02_02 is required
ER_IN_16	Evans Road/Lovely Banks Road Intersection - Works - Land and works for signalised through intersection - 4 leg intersection	When ER_RD_02_03 is required
ER_IN_17	Evans Road/Edgerton Road Intersection - Works - Land works for intersection upgrade - 3 leg intersection (unsignalised T intersection)	When ER_RD_02_04 is required
BR_02	Bluestone Bridge Road underpass upgrade and shared path connection - Land and works for upgrade of underpass under Bluestone Bridge - Install traffic signals to allow one way movements and shared path (recreational transport link) connection	Upon completion of works to Cowies Creek Masterplan Area - TBC
CU_01	Culvert works - Land and works for Culvert - Ephemeral waters to flow under CCC	Prior to construction of western portion of WW-01
CU_02	Culvert works - Land and works for Evans Road CCC - Culvert over Cowies Creek	Concurrent with construction of the CCC - Evans Road
CU_03	Culvert works - Land and works for Culvert - Avonlea Road Crossing over WW-02 - Works	Concurrent with construction of WW-02
POS_01	Pedestrian Operated Signalised crossing on Evans Road - Works for POS_01 located between CCC-IN-12 and CU-02	Once construction of CCC Evans Road (CCC_RD_02_01 and CCC_RD_02_02) is complete
BR_01	Batesford South PSP bridge (arterial road - Lynnburn Road over Moorabool River) - Works for interim bridge for arterial road extension of Lynnburn Road over Moorabool River	To be determined when Batesford South PSP is developed.

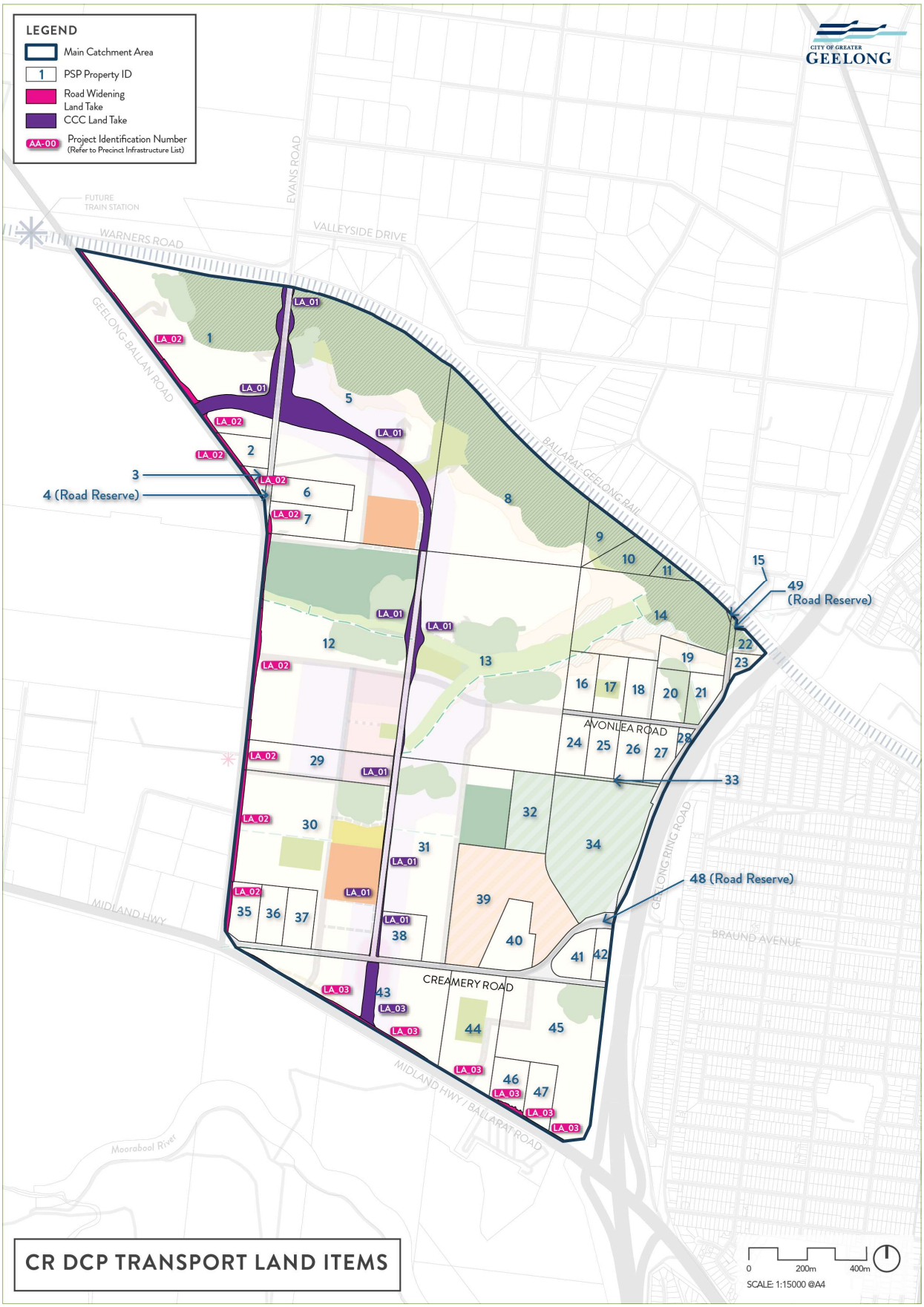
Plan 3 - Transport Projects



Plan 4 – Evans Rd Transport items



Plan 5 - Transport Land Items



Plan 6 – Evans Rd Land items



3.2.2 Drainage projects

The DCP makes funding available for the construction and land of all necessary drainage infrastructure.

The drainage infrastructure has been identified through Drainage Services Scheme prepared by Alluvium.

The drainage infrastructure is required to appropriately retard and treat stormwater flows from new urban development, in accordance with best practice principles to the satisfaction of the Responsible Authority and CCMA.

In summary the drainage projects include:

- Land for and construction of wetlands, sediment basins and waterways;
- Channel works
- Piped drains
- Culverts or Bridges crossing a waterway
- Shared User Paths that serve the broader Creamery Road Movement and Access Network and are located integrated in with the relevant drainage asset.

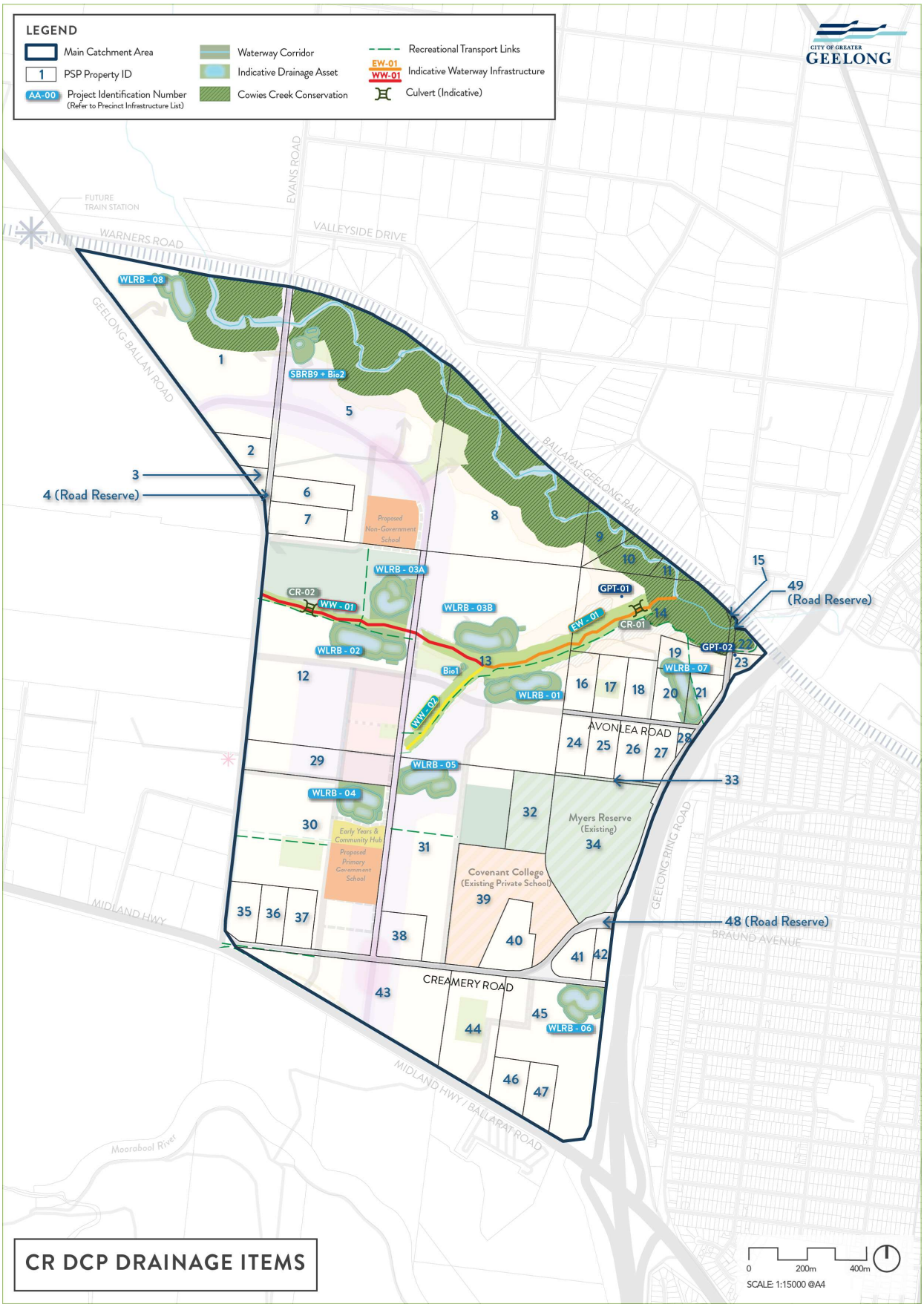
These projects are described in Table 3 and shown in Plan 7 and Plan 8.

Table 3 - Drainage Projects

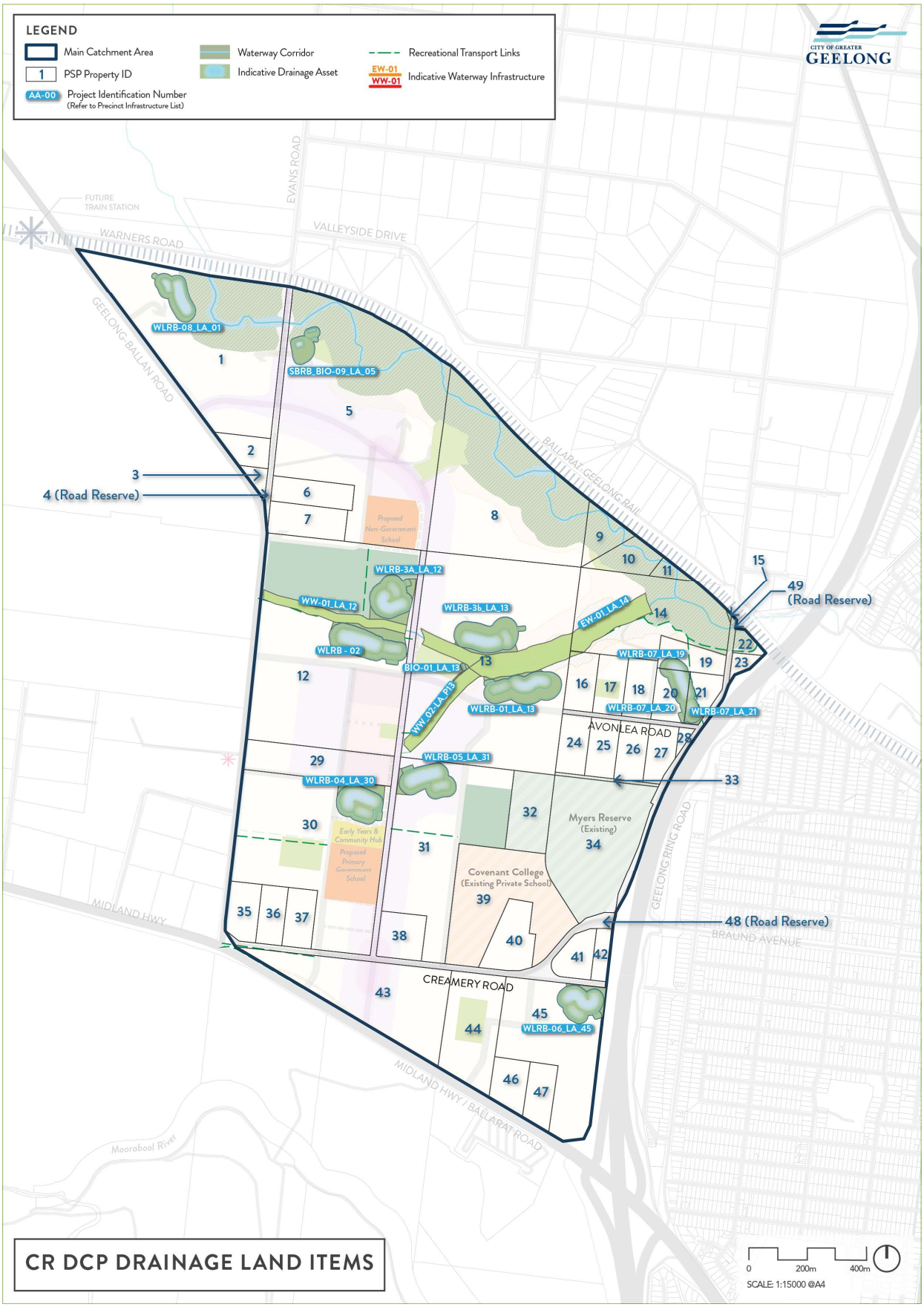
DCP Project ID	Project Description	Indicative provision trigger
EW_01	Ephemeral (Natural) Waterway - Works - Land and works for EW-01	Prior to Statement of Compliance of the first Residential stages within the drainage catchment as per Alluvium DSS. Ensure this is completed prior to commencing WW-01 and WW-02 works.
WW_01	Waterway 1 - Works - Land and works for WW-01	Short term To be delivered prior to WLRB2, WLRB3a and WLRB3b, as well as Bioretention System 1. The RBs and Bio1 to outfall to this waterway.
WW_02	Waterway 2 - Works - Land and works for WW-02	Short term To be delivered prior to WLRB4 and WLRB5. The RBs need to outfall to this waterway
CR_01	Waterway crossing works - Land and bridge/culvert works for the recreational transport link over EW-01	Required on completion of EW-01 upgrade works
CR_02	Waterway crossing works - Land and bridge/culvert works for the recreational transport link over WW-01	Required on completion of WW-01 works
WLRB_01	Wetland and Retarding Basin 1 - Works - Land and works for drainage asset	Short term Outfalls into EW-01. Does not rely on other works being undertaken first.
WLRB_02	Wetland and Retarding Basin 2 - Works - Land and works for drainage asset	Medium term Requires construction of WW-01 for outfall connection
WLRB_03A	Wetland and Retarding Basin 3A - Works - Land and works for drainage asset	Short-term Requires construction of WW-01 for outfall connection

WLRB_03B	Wetland and Retarding Basin 3B - Works - Land and works for 2.1 Ha	Short-term Requires construction of WW-01 for outfall connection
WLRB_04	Wetland and Retarding Basin 4 - Works - Land and works	Medium term Requires WW-02 to have been constructed to enable outfall.
WLRB_05	Wetland and Retarding Basin 5 - Works - Land and works for drainage asset	Medium term Requires construction of WW-02 for outfall connection.
WLRB_06	Wetland and Retarding Basin 6 - Works - Land and works for drainage asset	Short term Does not rely on other works being undertaken first.
WLRB_07	Wetland and Retarding Basin 7 - Works - Land and works for drainage asset	Medium term Outfalls to Cowies Creek via Bluestone Bridge Road – single point of discharge.
WLRB_08	Wetland and Retarding Basin 8 - Works - Land and works for drainage asset	Short term Outfalls to Cowies Creek. Does not rely on other works being undertaken first.
SBRB9 + Bio_02	Sediment Basin and Bioretention System 2 (Bio2) -Works - Works for drainage asset	Short-term Outfalls to Cowies Creek. Does not rely on other works being undertaken first.
Bio_01	Bioretention System 1 (Bio1) - Works - Works for drainage asset This system is located within the community park reserve for CP-04.	Short term Outfalls to WW-01. Requires construction of WW-01 for outfall connection.
GPT_01	Gross Pollutant Trap 1 - Works - Works for drainage asset	Short term Outfalls to EW-01. Does not rely on other works being undertaken first
GPT_02	Gross Pollutant Trap 2 - Works - Works for drainage asset	Medium term

Plan 7 - Drainage



Plan 8 – Drainage Land



3.2.3 Open space projects

The works and land associated with the Sports Reserves have been included in the DCP.

The land associated with the local parks will not be included in the DCP, instead the open space land requirements will be included within Schedule 1 of 53.01 of the Greater Geelong Planning Scheme and subject to equalisation within the Creamery Rd PSP.

The Indoor Recreation Centre will service the whole western growth area and be located in a future PSP in the western precinct, currently indicated for Batesford South Precinct.

The open space projects funded by the DCP described in Table 4 and are shown on Plan 9.

Table 4 - Open Space Projects

DCP Project ID	Project Description	Indicative provision trigger
SR_01	Myers Reserve Extension - Works for Myers Reserve Extension	At time of subdivision, as required according to demand levels and subject to DCP funding
SR_01_LA_P31	Land for Myers reserve Extension	At time of subdivision, as required according to demand levels and subject to DCP funding
SR_02	Northern Sports Reserve - Works for the Northern Sports Reserve	At time of subdivision, as required according to demand levels and subject to DCP funding
SRP_01	Northern Sports Reserve Pavilion	At time of subdivision, as required according to demand levels and subject to DCP funding
SR_02_LA_P12	Land for Northern Sports Reserve	At time of subdivision, as required according to demand levels and subject to DCP funding
IRC-01	Indoor Recreation Centre (West) - Land and works for Indoor Recreation Centre (West)	At time of subdivision, as required according to demand levels and subject to DCP funding

DCP Project ID	Project Description	Indicative provision trigger
SR_01	Myers Reserve Extension - Works for Myers Reserve Extension	At time of subdivision, as required according to demand levels and subject to DCP funding
SR_01_LA_P31	Land for Myers reserve Extension	At time of subdivision, as required according to demand levels and subject to DCP funding
SR_02	Northern Sports Reserve - Works for the Northern Sports Reserve	At time of subdivision, as required according to demand levels and subject to DCP funding
SRP_01	Northern Sports Reserve Pavilion	At time of subdivision, as required according to demand levels and subject to DCP funding
SR_02_LA_P12	Land for Northern Sports Reserve	At time of subdivision, as required according to demand levels and subject to DCP funding

Plan 9 - Open Space



3.2.4 Community projects

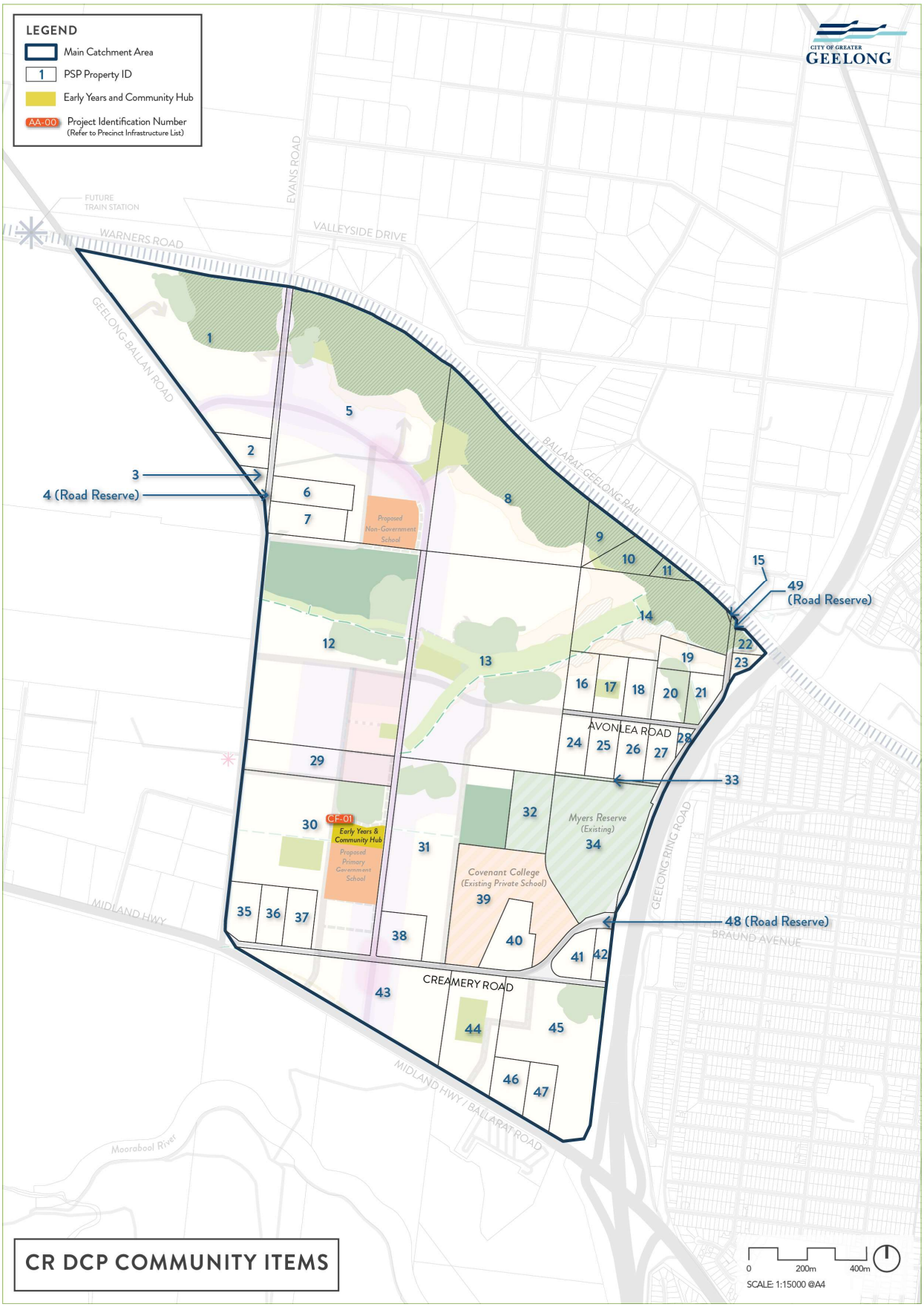
The community projects are based on the Social Infrastructure and Open Space Peer review and costing report completed by HillPDA Pty Ltd dated 26 June 2024. The report provides justification for including social infrastructure and open space items in the DCP. It includes an analysis of the nexus and recommended apportionment, along with cost estimates for specific infrastructure components.

The community projects funded by the DCP are described in Table 5 shown on Plan 10.

Table 5 - Community Projects

DCP Project ID	Project Description	Indicative provision trigger
CF-01	Early Years and Community Hub - Land and works for the Early Years & Community Hub (1.3 Ha) is formed by a consolidated Multipurpose Community Centre and Early Learning Centre	Prior to 30% of development build out within precinct, as required according to demand levels and subject to DCP funding
CF-ML-01	McCanns Lane Cultural Hub - Land and works for McCanns Lane Cultural Hub including library and museum	At time of subdivision, as required according to demand levels and subject to DCP funding
CF-BN-01a	Batesford North - Component of MPCC above Neighbourhood Centre Level	At time of subdivision, as required according to demand levels and subject to DCP funding

Plan 10 - Community Projects



3.3 PROJECT TIMING

Each item in the DCP has an assumed indicative provision trigger specified in **Tables 2–5**. The timing of the provision and the items in the DCP are consistent with information available at the time the DCP was prepared.

The City of Greater Geelong is the development agency as well as the collecting agency and will monitor and assess the required timing for individual items and have regard to its capital works program.

The collecting agency may consider alternatives to the priority delivery of works or land where:

- Infrastructure is to be constructed / provided by development proponents as works or land in kind, as agreed by the collecting agency;
- Network priorities require the delivery of works or land to facilitate broader road network connections; and
- Community needs determine the delivery of works or land for open space and associated facilities.

All items in the DCP will be provided as soon as is practicable and as soon as sufficient contributions are available, consistent with Section 4.1 and acknowledging the development agency's capacities to provide the balance of funds not recovered by the DCP.

Contributions are to be made by developers at the time of subdivision. If subdivision is not applicable payments must be made prior to construction of buildings and works (refer to Section 5.1).

4. Calculation of Contributions

4.1 CALCULATION OF NET DEVELOPABLE AREA AND DEMAND UNITS

The following section sets out how the net developable area (NDA) is calculated and outlines the development projections anticipated in the precinct.

4.1.1 Net developable area

In the DCP, all development infrastructure contributions are payable on the NDA of land on any given development site. Calculations of NDA for each individual property is outlined in the property-specific land budget included at Appendix A.

For the purposes of the DCP the NDA is defined as the total amount of land within the precinct that is made available for development. It is the total precinct area minus community facilities, educational facilities, open space and encumbered land. NDA includes any land for lots, housing and employment buildings, all local streets (including some connector streets), and any small parks defined at subdivision stage that are in addition to those outlined in the PSP.

Table 6 identifies a summary land budget of the Creamery Road Precinct, which identifies a total of 195.717 Hectares of NDA.

The contributions 'per net developable hectare' must not and will not be amended to responses to minor changes to the land budget that may result from the subdivision process. In other words, the DCP is permanently linked to the calculation of the NDA set out in Appendix A.

The NDA may only change if the collecting agency agrees to a variation to the summary land use budget (Table 6) and the detailed property-specific land budget (Appendix A) and associated tables.

Table 6 - Summary land use budget

DESCRIPTION	HECTARES	% OF PRECINCT	% of NDA
TOTAL PRECINCT AREA (HA)	**344.568**	**100%**	
TRANSPORT			
Existing road being retained	11.145	3.23%	5.69%
Road widening *DCP land	3.822	1.11%	1.95%
Clever and Creative Corridor *DCP	8.586	2.49%	4.39%
SUB TOTAL TRANSPORT	**23.553**	**6.84%**	**12.03%**
COMMUNITY & EDUCATION			
Existing Non-Government School	11.611	3.37%	5.93%
Proposed Government Primary School	3.5	1.02%	1.79%
Proposed Non-Government Primary School	3	0.87%	1.53%
Proposed Early Years and Community Hub	1.3	0.38%	0.66%
SUB TOTAL COMMUNITY & EDUCATION	**19.411**	**5.63%**	**9.92%**
OPEN SPACE			
UNCREDITED (ENCUMBERED) OPEN SPACE			
Cowies Creek Conservation Reserve	41.295	11.98%	21.10%
Drainage Assets (including Waterway Corridor Reserve)	27.705	8.04%	14.16%
Existing Sports (Active) Research - Myers Reserve	17.316	5.03%	8.85%
SUB TOTAL UNCREDITED OPEN SPACE	**86.316**	**25.05%**	**44.10%**
CREDITED OPEN SPACE			
Sports (Active) Reserve	8.923	2.59%	4.56%
Myers Reserve Extension - Sports (Active) Reserve	3.25	0.94%	1.66%
Community Parks (including Town Square)	7.398	2.15%	3.78%
SUB TOTAL CREDITED OPEN SPACE	**19.571**	**5.68%**	**10.00%**

TOTAL PRECINCT AREA	344.568
TRANSPORT	23.553
COMMUNITY & EDUCATION	19.411
UNCREDITED OPEN SPACE	86.316
CREDITD OPEN SPACE	19.571
TOTAL ENCUMBERED LAND	**148.851**

TOTAL NET DEVELOPABLE AREA (NDA)	195.717
Residential - Standard	149.657
Residential - IDA (including MUIDA)	36.683
Residential - NAC IDA	3.875
Residential - High Landslide Susceptibility Zone / Untreated for Drainage	2.358
Residential - Moderate Landslide Susceptibility Zone / Untreated for Drainage	0.46
Commercial - NAC	2.684

NOTE: The summary land budget included in this table clearly sets out the NDA for the PSP. The NDA will not be amended to respond to minor changes to land budgets that may result from the subdivision process for any other reason than those stated above, unless the variation is agreed to by the collecting agency.

4.1.2 Land budget and demand units

The 'net developable area' is the demand unit for the DCP. Development is defined to include all forms of development, including residential subdivision, development within centres and employment areas. Development includes any non-residential uses within the charge area 1 such as place of worship, education centre, retirement village, nursing home, childcare centre, medical centre, convenience store or any other approved use. A Development Infrastructure Levy is not charged on exempt development.

The DCP contains a total of 195.717 net developable hectares. Based on the PSP, the estimated area for development is 55% including an estimated 3,645 dwellings to accommodate 10,206 new residents.

Table 7 - Demand Units and Charge Area

CHARGE AREA	DEVELOPMENT INFRASTRUCTURE LEVY (Hectares)	COMMUNITY INFRASTRUCTURE LEVY (Dwellings)
CHARGE AREA 1	195.717	3646
Total	**195.717**	**3646**

4.2 CALCULATION OF CONTRIBUTION CHANGES

4.2.1 Calculation of project costs

Each infrastructure project has been assigned a land and/or construction cost, as listed in Table 8 and Table 9. The costs are expressed in 2024 dollars and will be adjusted annually in accordance with the method specified in Section 5.2.

Road, intersection and bridge construction costs have been determined by:

– STANTEC - CRPSP Transport Design and Opinion of Probable Costs dated 07-May-2024 report;

– GHD - CRPSP Bluestone Bridge Road Preferred Option Report - FINAL 07-Jul-2023.pdf; and

– STANTEC - NWGGA Bridge Review - Final - July 2024

Community facility costs have been determined by the NWGGA Social Infrastructure and Open Space Development Contributions Plan Peer Review and Costing - 26 June 2024.

Open space project costs have been determined by the NWGGA Social Infrastructure and Open Space Development Contributions Plan Peer Review and Costing - 26 June 2024 report.

Drainage Basin 1 and piped drain costs have been determined by the Alluvium - Revised Concept Design Costings - FINAL 26-Jun-2024 report.

Active transport have been determined by the City of Greater Geelong.

Planning costs are based on consultant fees incurred.

4.2.2 Estimate of land value

Land internal to the DCP

The area of land to be acquired for each DCP project on each property was identified from the property specific land budget prepared for the PSP. A description of the land was provided to Urbis as a registered valuer to prepare an estimate of value.

A value for each infrastructure project comprising land is then included in the DCP. The estimates of value were prepared using the Public Land Equalisation Method (PLEM). The Public Land Equalisation Method calculates the average public land contribution required for the PSP (expressed as a percentage of NDA). The land required for each property is also calculated and compared against the average.

Public land contributions on a property that are less than or equal to the precinct average have an estimate of value using a per property broad hectare method. Any component of public land contributions that exceed the precinct average have an estimate of value using a site-specific method. For more information, refer to the Infrastructure Contributions Plan Guidelines October 2016 as published by the Department of Environment, Land, Water and Planning.

Per property broadhectare estimate of value

The per property broad hectare estimate of value prepared for each individual property assumes the unencumbered, highest and-best use as indicated by the PSP.

The estimates of value are prepared on a 'Before and After' basis where:

- The 'Before' assessment is based on the total developable area of each property and ignores the land and infrastructure items to be provided by the DCP. Any development that occurs subsequent to the approval of the DCP is ignored for the purpose of the valuation.
- The 'After' assessment comprises the remaining portion of each property after all land required by the DCP has been provided. Severance or enhancement, disturbance, special value etc. are ignored for the purpose of the 'after' valuation.

Site specific value estimate

The site-specific approach prepares an estimate of value for each separate infrastructure item. For example, if a landowner has land identified for a road widening, a community centre and a local sports reserve, a site-specific estimate of value would be prepared for all three items separately.

Site specific estimates of value generally assume that the land identified can be sold as serviced development lots, i.e. street frontages etc have already been constructed, therefore the land has a lower expected development cost.

Evans Road Land

The land required for the Evans Rd upgrades between the Northern and Western Growth Areas has been valued separately to the PLEM. This item is external to the Creamery Rd DCP and the valuation has been completed in accordance with the principles of the Land Acquisition and Compensation Act 1986 whereby the value of the land 'before' and 'after' is used to arrive at a compensation amount.

4.2.3 DCP and PSP preparation

In addition to the items described above, the costs incurred by council in preparing the DCP and PSP have also been included as a project. Costs incurred include fees for the preparation of background documents, concept designs and cost estimates.

4.2.4 Main catchment area

The main catchment area is the geographic area from which a given item of infrastructure will draw most of its use. The DCP includes one main catchment area, which is the same as the precinct area and illustrated in Plan 2. It is important to note that the number of net developable hectares (that is the demand units) in the main catchment area is based on the land budgets in Table 6 and Appendix A.

Table 8 - Calculation of costs – Development infrastructure levy (DIL)

DCP PROJECT NO.	PROJECT NAME	DELIVERY TYPE	LAND AREA	TOTAL PROJECT COST	EXTERNAL %	COST TO MCA	DEMAND UNITS	DIL AMOUNT
Transport Projects								
CCC_RD_01_01	CCC Section 1	CONSTRUCTION		$6,749,000.00		$6,749,000.00	195.717	$34,483.46
CCC_RD_01_02	CCC Section 2	CONSTRUCTION		$15,590,000.00		$15,590,000.00	195.717	$79,655.83
CCC_RD_02_01	CCC Section 3	CONSTRUCTION		$2,442,000.00		$2,442,000.00	195.717	$12,477.20
CCC_RD_02_02	CCC Section 4	CONSTRUCTION		$2,936,000.00		$2,936,000.00	195.717	$15,001.25
CCC_IN_07	CCC Intersection - Works	CONSTRUCTION		$8,510,000.00		$8,510,000.00	195.717	$43,481.15
CCC_IN_09	CCC Intersection - Works	CONSTRUCTION		$7,639,000.00		$7,639,000.00	195.717	$39,030.85
CCC_IN_12	CCC Intersection - Works including Culvert C1	CONSTRUCTION		$20,984,000.00		$20,984,000.00	195.717	$107,216.03
ER_RD_02_03	Upgrade Evans Road to Secondary Arterial Road - Works for Evans Road Upgrade: RD 02-03 (between ER-IN-16 and ER-IN17)	CONSTRUCTION		$7,355,000.00	86%	$1,029,700.00	195.717	$5,261.17
ER_RD_02_04	Upgrade Evans Road to Secondary Arterial Road - Works for Evans Road Upgrade: RD 02-04 (between ER 17 and connection to future Anakie Road intersection	CONSTRUCTION		$6,740,000.00	86%	$943,600.00	195.717	$4,821.25
ER_IN_14	Evans Road/Valleyside Drive Intersection - Works - Land and works for intersection upgrade - 3 leg intersection (unsignalised 'T' intersection)	CONSTRUCTION		$7,753,000.00	86%	$1,085,420.00	195.717	$5,545.86
ER_IN_15	Evans Road/Asher Road Intersection - Works - Land and works for intersection upgrade - 3 leg intersection (unsignalised 'T' intersection)	CONSTRUCTION		$6,334,000.00	86%	$886,760.00	195.717	$4,530.83
ER_IN_16	Evans Road/ Lovely Banks Road Intersection - Works - Land and works for signalised through intersection - 4 leg intersection	CONSTRUCTION		$13,905,000.00	86%	$1,946,700.00	195.717	$9,946.50
ER_IN_17	Evans Road/Edgerton Road Intersection - Works - Land works for intersection upgrade - 3 leg intersection (unsignalised T intersection)	CONSTRUCTION		$7,619,000.00	86%	$1,066,660.00	195.717	$5,450.01
CU_01	Culvert - Ephemeral waters to flow under CCC	CONSTRUCTION		$783,000.00		$783,000.00	195.717	$4,000.67
CU_02	Culvert - Evans Road Crossing over Cowies Creek - Works - CCC	CONSTRUCTION		$656,000.00		$656,000.00	195.717	$3,351.78
CU_03	Culvert - Avonlea Road Crossing over WW-02 - Works	CONSTRUCTION		$723,000.00		$723,000.00	195.717	$3,694.11
POS_01	Pedestrian Operated Signalised crossing on Evans Road - Works for POS_01 located between CCC-IN-12 and CU-02	CONSTRUCTION		$139,000.00		$139,000.00	195.717	$710.21
IN_01	External Intersection - Works (interim) - Works for signalised through intersection - 4 leg intersection - Geelong Ballan Road - Connector	CONSTRUCTION		$17,113,000.00	50%	$8,556,500.00	195.717	$43,718.74

DCP PROJECT NO.	PROJECT NAME	DELIVERY TYPE	LAND AREA	TOTAL PROJECT COST	EXTERNAL %	COST TO MCA	DEMAND UNITS	DIL AMOUNT
IN_02	External Intersection - Works (interim) - Works for signalised 'T' intersection - Geelong Ballan Road - Connector	CONSTRUCTION		$9,390,000.00	50%	$4,695,000.00	195.717	$23,988.72
IN_03	External Intersection - Works (interim) -Works for signalised through intersection - 4 leg intersection - Geelong Ballan Road - Connector	CONSTRUCTION		$10,983,000.00	50%	$5,491,500.00	195.717	$28,058.37
IN_05	External Intersection - Works (interim) - Works for signalised 'T' intersection - Geelong Ballan Road - Connector	CONSTRUCTION		$25,710,000.00	50%	$12,855,000.00	195.717	$65,681.57
IN_06	External Intersection - Works (interim) - Works for signalised intersection - Midland Highway - CCC	CONSTRUCTION		$27,912,000.00	50%	$13,956,000.00	195.717	$71,307.04
BR_01	Batesford South PSP bridge (arterial road - Lynnburn Road over Moorabool River) - Works for interim bridge for arterial road extension of Lynnburn Road over Moorabool River	CONSTRUCTION		$26,309,300.00	89%	$2,894,023.00	195.717	$14,786.77
BR_02	Bluestone Bridge underpass upgrade	CONSTRUCTION		$1,999,720.00	70%	$599,916.00	195.717	$3,065.22
BR_04	Creamery Road Pedestrian Bridge over Geelong Ring Road - Works for active travel upgrade to existing Bridge on Creamery Road over the Geelong Ring Road.	CONSTRUCTION		$2,029,300.00		$2,029,300.00	195.717	$10,368.54
WW-02_SP	Works for recreational transport link along WW-02 and EW-01 reserve	CONSTRUCTION		$186,163.15		$186,163.15	195.717	$951.19
WW-01_SP	Works for recreational transport link along WW-01 reserve	CONSTRUCTION		$102,385.70		$102,385.70	195.717	$523.13
LA_01	Land Required by CCC	LAND	8.586	$14,622,235.69		$14,622,235.69	195.717	$74,711.12
LA_02	Land Required for Ballan Road	LAND	2.948	$5,838,448.25		$5,838,448.25	195.717	$29,831.07
LA_03	Land Required for Midland Hwy	LAND	0.874	$1,819,085.20		$1,819,085.20	195.717	$9,294.47
LA_99	Evans Rd Land Acquisition	LAND	2.236	$1,068,150.00	86%	$149,541.00	195.717	$764.07
Totals				$261,939,787.99		$147,904,937.99		$755,708.18
Open Space Projects								
SR_02	Northern Sports Reserve	CONSTRUCTION		$16,971,602.34		$16,971,602.34	195.717	$86,715.01
SR_02_LA_P12	Land for Northern Sports Reserve	LAND	8.923	$14,844,349.11		$14,844,349.11	195.717	$75,845.99
SR_01	Myers reserve Extension	CONSTRUCTION		$6,632,340.85		$6,632,340.85	195.717	$33,887.40
SR_01_LA_P31	Land for Myers reserve Extension	LAND	3.250	$5,905,700.09		$5,905,700.09	195.717	$30,174.69
IRC_01	Indoor Recreation Centre	CONSTRUCTION		$63,550,500.00	89.3%	$6,820,089.53	195.717	$34,846.69
Totals				$107,904,492.39		$51,174,081.92		$261,469.79
Drainage Projects								
BIO_01	Bioretention - Works	CONSTRUCTION		$331,937.94		$331,937.94	195.717	$1,696.01

DCP PROJECT NO.	PROJECT NAME	DELIVERY TYPE	LAND AREA	TOTAL PROJECT COST	EXTERNAL %	COST TO MCA	DEMAND UNITS	DIL AMOUNT
BIO_01_LA_P13	Land for Bioretention	LAND	0.037	$55,478.54		$55,478.54	195.717	$283.46
EW_01	Ephemeral Waterway - Works	CONSTRUCTION		$250,606.25		$250,606.25	195.717	$1,280.45
EW_01_LA_P16	Land for Ephemeral Waterway	LAND	0.047	$130,000.00		$130,000.00	195.717	$664.22
EW_01_LA_P13	Land for Ephemeral Waterway	LAND	2.645	$3,965,965.77		$3,965,965.77	195.717	$20,263.78
EW_01_LA_P14	Land for Ephemeral Waterway	LAND	1.954	$3,910,000.00		$3,910,000.00	195.717	$19,977.83
WLRB_01	Wetland and Retarding Basin - Works	CONSTRUCTION		$5,885,996.37		$5,885,996.37	195.717	$30,074.02
WLRB_01_LA_P13	Land for Wetland and Retarding Basin	LAND	2.454	$3,679,576.56		$3,679,576.56	195.717	$18,800.50
WLRB_02	Wetland and Retarding Basin - Works	CONSTRUCTION		$4,923,300.37		$4,923,300.37	195.717	$25,155.20
WLRB_02_LA_P12	Land for Wetland and Retarding Basin	LAND	2.706	$4,501,715.64		$4,501,715.64	195.717	$23,001.15
WLRB_03a	Wetland and Retarding Basin - Works	CONSTRUCTION		$3,859,746.98		$3,859,746.98	195.717	$19,721.06
WLRB_3A_LA_P12	Land for Wetland and Retarding Basin	LAND	2.076	$3,453,644.37		$3,453,644.37	195.717	$17,646.11
WLRB_03b	Wetland and Retarding Basin - Works	CONSTRUCTION		$5,335,025.20		$5,335,025.20	195.717	$27,258.87
WLRB_3b_LA_P13	Land for Wetland and Retarding Basin	LAND	2.238	$3,355,701.85		$3,355,701.85	195.717	$17,145.68
WLRB_04	Wetland and Retarding Basin - Works	CONSTRUCTION		$3,457,688.42		$3,457,688.42	195.717	$17,666.78
WLRB_04_LA_P30	Land for Wetland and Retarding Basin	LAND	1.954	$3,322,611.63		$3,322,611.63	195.717	$16,976.61
WLRB_05	Wetland and Retarding Basin - Works	CONSTRUCTION		$3,764,730.72		$3,764,730.72	195.717	$19,235.58
WLRB_05_LA_P31	Land for Wetland and Retarding Basin	LAND	1.871	$3,399,866.11		$3,399,866.11	195.717	$17,371.34
WLRB_06	Wetland and Retarding Basin - Works	CONSTRUCTION		$3,144,130.25		$3,144,130.25	195.717	$16,064.68
WLRB_06_LA_P45	Land for Wetland and Retarding Basin	LAND	1.703	$3,061,682.95		$3,061,682.95	195.717	$15,643.42
WLRB_07	Wetland and Retarding Basin - Works	CONSTRUCTION		$3,954,719.01		$3,954,719.01	195.717	$20,206.31
WLRB_07_LA_P19	Land for Wetland and Retarding Basin	LAND	0.318	$890,000.00		$890,000.00	195.717	$4,547.38
WLRB_07_LA_P20	Land for Wetland and Retarding Basin	LAND	0.826	$2,310,000.00		$2,310,000.00	195.717	$11,802.76
WLRB_07_LA_P21	Land for Wetland and Retarding Basin	LAND	0.556	$1,620,000.00		$1,620,000.00	195.717	$8,277.26
WLRB_08	Wetland and Retarding Basin - Works	CONSTRUCTION		$3,111,048.72		$3,111,048.72	195.717	$15,895.65
WLRB_08_LA_P01	Land for Wetland and Retarding Basin	LAND	1.435	$2,512,447.16		$2,512,447.16	195.717	$12,837.14
SBRB9 + BIO_02	Sediment Basin and Bioretention System 2 (Bio2) -Works - Works for drainage asset	CONSTRUCTION		$1,440,482.44		$1,440,482.44	195.717	$7,360.03

DCP PROJECT NO.	PROJECT NAME	DELIVERY TYPE	LAND AREA	TOTAL PROJECT COST	EXTERNAL %	COST TO MCA	DEMAND UNITS	DIL AMOUNT
WLRB_09_LA_P05	Land for Sediment Basin and Bioretention	LAND	0.838	$1,382,251.83		$1,382,251.83	195.717	$7,062.50
CR_01	Waterway crossing works - Bridge works for the recreational transport link over EW-01	CONSTRUCTION		$750,000.00		$750,000.00	195.717	$3,832.06
CR_02	Waterway crossing works - Bridge works for the recreational transport link over WW-01	CONSTRUCTION		$750,000.00		$750,000.00	195.717	$3,832.06
GPT_01	Gross Pollutant Trap 1 - Works - Works for drainage asset	CONSTRUCTION		$246,823.44		$246,823.44	195.717	$1,261.12
GPT_02	Gross Pollutant Trap 2 - Works - Works for drainage asset	CONSTRUCTION		$218,953.13		$218,953.13	195.717	$1,118.72
WW_01	Waterway 1 - Works	CONSTRUCTION		$1,461,688.92		$1,461,688.92	195.717	$7,468.38
WW_01_LA_P12	Land for Waterway 1	LAND	1.526	$2,538,661.52		$2,538,661.52	195.717	$12,971.08
WW_01_LA_P13	Land for Waterway 1	LAND	0.950	$1,424,448.95		$1,424,448.95	195.717	$7,278.11
WW_02	Waterway 2 - Works	CONSTRUCTION		$454,103.85		$454,103.85	195.717	$2,320.21
WW_02_LA_P13	Land for Waterway 2	LAND	1.571	$2,355,588.74		$2,355,588.74	195.717	$12,035.69
Totals				$91,210,623.64		$91,210,623.64		$466,033.22
Community Facilities								
CF-BN-01a	Batesford North DCP - Components of MPCC above Neighbourhood Centre	CONSTRUCTION		$2,407,000.00	50.00%	$1,203,500.00	195.717	$6,149.18
CF_01	Creamery Road Early Years and Community Hub - Works	CONSTRUCTION		$13,412,636.00		$13,412,636.00	195.717	$68,530.77
CF_01a	Component of ICC above Early Years and Community Hub - Family support	CONSTRUCTION		$7,664,364.00	50.00%	$3,832,182.00	195.717	$19,580.22
CF_01_LA_P30	Land for Creamery Road Early Years and Community Hub	LAND	1.300	$2,210,539.98		$2,210,539.98	195.717	$11,294.57
Totals				$25,694,539.98		$20,658,857.98		$105,554.74
Planning								
P_01	Planning Costs	CONSTRUCTION		$2,167,396.07		$2,167,396.07	195.717	$11,074.13
Totals				$2,167,396.07		$2,167,396.07		$11,074.13
Total			**55.822**	**$488,916,840.07**		**$313,115,897.60**		**$1,599,840.06**

Table 9 - Calculation of costs – Community infrastructure levy (CIL)

DCP PROJECT NO.	PROJECT	INFRASTRUCTURE CATEGORY	DELIVERY TYPE	TOTAL PROJECT COST	EXTERNAL %	COST TO MCA	DEMAND UNITS	CIL AMOUNT
CF_CB_01	Cultural Hub	COMMUNITY	CONSTRUCTION	$28,613,750.00	89.3%	$3,070,760.05	3,646.46	$842.12
SRP_01	Northern Sports Reserve Pavilion	RECREATION	CONSTRUCTION	$5,971,500.00		$5,971,500.00	3,646.46	$1,637.62
Total				**$34,585,250.00**		**$9,042,260.05**		**$2,479.74**

* CIL is currently capped at $1,450

5. Administration

This section sets out how the DCP will be administered and covers the timing of payment, provision of works and land in kind and how funds generated by the DCP will be managed in terms of reporting, indexation and review periods.

The development infrastructure levy applies to subdivision and/or development of land.

The City of Greater Geelong will be both the *collecting agency* and the *development agency* for the purposes of the DCP.

5.1 PAYMENT OF CONTRIBUTIONS AND PAYMENT TIMING

5.1.1 Community Infrastructure Levy (CIL)

The Community Infrastructure Levy must be paid in accordance with section 460 of the Planning & Environment Act (1987). Nevertheless, developers/landowners are strongly encouraged to settle the CIL prior to receiving a Statement of Compliance. This proactive approach simplifies the collection of development contributions, reduces administrative complexities for The City of Greater Geelong, and expedites the provision of community infrastructure.

5.1.2 Development Infrastructure Levy (DIL)

The DIL will be payable to and collected by the collecting agency, for the:

– Subdivision of land; or

– Development of land which requires a planning permit; or

– Development of land which does not require a planning permit, as set out in this DCP.

For subdivision of land

A development infrastructure levy must be paid to the collecting agency for the land within the following specified time, namely after certification of the relevant plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance in respect of that plan or included in an implementation agreement under Section 173 of the Act.

Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed only may be paid to the collecting agency within 21 days prior to the issue of a Statement of Compliance in respect of that stage provided that a Schedule of Development Contributions is submitted with each stage of the plan of subdivision.

This Schedule of Development Contributions must show the amount of the development contributions payable for each stage and value of the contributions in respect of prior stages to the satisfaction of the collecting agency or at such other time as agreed with the collecting agency in an implementation agreement under section 173 of the Act.

If the collecting agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under Section 173 of the Act in respect of the proposed works and/or provision of land in kind to set out the specific arrangements agreed with the collecting agency.

For development of land where no subdivision is proposed

Provided the DIL has not already been paid on the land to be developed, the development infrastructure levy must be paid to the collecting agency in accordance with the provisions of the approved DCP for each demand unit (net developable hectare) proposed to be developed prior to the commencement of any buildings and works for the development i.e. development includes (but is not limited to) buildings, car park, access ways, landscaping and ancillary components). The collecting agency may require that development infrastructure levy contributions be made at either the planning permit or building permit stage.

If the collecting agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under Section 173 of the Act in respect of the proposed works and/or land to be provided in kind to set out the specific arrangements agreed with the collecting agency.

Where no planning permit is required

The following requirement applies where no planning permit is required. The land may only be used and developed subject to the following requirements being met:

Unless some other arrangement has been agreed to by the collecting agency in an agreement under Section 173 of the Act, prior to the commencement of any development, a development infrastructure levy for the land must be paid to the collecting agency in accordance with the provisions of the DCP.

If the collecting agency agrees to works and/ or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under Section 173 of the Act in respect of the proposed works or provision of land which is proposed to be provided in kind to set out the specific arrangements agreed with the collecting agency.

5.1.3 Land and Works-in-kind

The collecting agency may permit development proponents to undertake works and/or land in lieu of cash payments, providing that:

- The works or land constitute projects funded by the DCP;
- The collecting agency agrees that the timing of the works would be consistent with priorities in the DCP;
- The development proponent complies with appropriate tendering, documentation, supervision and related provisions as required by the responsible authority;
- Works must be provided to a standard that generally accords with the DCP, unless an alternative is agreed by the collecting agency and the development agency;
- Detailed design must be approved by the collecting agency and the development agency and must generally accord with the standards outlined in the DCP unless an alternative is agreed by the collecting agency and the development agency;
- The construction of works must be completed to the satisfaction of the collecting agency and the development agency;
- There should be no negative financial impact on the DCP to the satisfaction of the collecting agency. In particular, the works will only be accepted in lieu of a financial contribution required by the DCP to the extent that they constitute part or all of the design of the infrastructure item and reduce the cost to complete that design, to the satisfaction of the collecting agency. Temporary works will not be accepted as works in kind and any sacrificial works will not be credited.

Where the collecting agency agrees that works are to be provided by a development proponent in lieu of cash contribution (subject to the arrangements specified above):

- The credit for the works provided shall equal the final cost of the works as identified in the DCP, taking into account the impact of indexation;
- The value of works provided in accordance with the principle outlined above will be offset against the development contributions liable to be paid by the development proponent;
- No further financial contributions will be required until the agreed value of any credits are used; and
- Where a developer is in credit against their contribution liability, this credit should be indexed annually in accordance with the DCP Levy movement.

5.1.4 Credit for over-provision

Where the collecting agency agrees that a development proponent can deliver an infrastructure item (either works and/or land), the situation may arise where the developer makes a contribution with a value that exceeds that required by the DCP (the Over-Contribution).

In such a case the developer may be entitled to a credits equal to the value of the Over-Contribution to be applied against the obligation to pay the development infrastructure levy for future stages of development or for the development of other properties within the DCP.

Where, a developer does not own or control any other properties within the DCP, or in such other circumstances as agreed by the collecting agency in writing, the developer may seek an agreement for the collecting agency to provide cash reimbursement where an over-contribution has been made. The application of credit and/or cash reimbursement (including the time for payment of any cash reimbursement) will be set out in the relevant agreement under Section 173 of the Act.

The details of credits and reimbursements for construction shall equal the cost of the works identified in the DCP, as indexed in accordance with Section 5.2. The value of credits and reimbursements for the transfer of land will need to be at the values that are outlined in the DCP, as revalued and indexed in accordance within Section 5.2.

5.1.5 Funds administration

The administration of the contributions made under the DCP will be transparent and development contributions charges will be held until required for provision of the items. Details of funds received and expenditures will be held by the collecting agency in accordance with the provisions of the Local Government Act 1989 and the Act.

The administration of contributions made under the DCP will be transparent and demonstrate the:

– Amount and timing of funds collected;

– Source of the funds collected;

– Amount and timing of expenditure on specific projects;

– Project on which the expenditure was made; and

– Details of works in kind arrangements for project provision.

The collecting agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with the DCP.

Development contributions funds will be held into a dedicated reserve account, in compliance with the regulations and the Minister's Direction under the Act. The entirety of these funds, held within the account, will be exclusively utilised for the provision of infrastructure as specified in this DCP.

Should the Council make a decision to not pursue any of the infrastructure projects outlined in this DCP, or any funds not be expended prior to the end of this DCP, the City of Greater Geelong will adhere to the requirements outlined in section 46(Q)(4) of the Act.

5.2 CONSTRUCTION AND LAND VALUE COSTS INDEXATION

Capital costs of all infrastructure items, including land, are in 2024 dollars and will be adjusted by the collecting agency annually for inflation.

In relation to the costs associated with infrastructure items other than land, the cost must be adjusted according to the following method:

– Drainage items, Roads, intersections and bridges – indexed in line with the Australian Bureau of Statistics' Producer Prices Indexes, Road and Bridge Construction Index, Victoria.

– All other infrastructure items – indexed in line with the Australian Bureau of Statistics' Producer Price Indexes, Non-Residential Building Construction Index, Victoria.

Estimates of land value will be revised annually by a registered valuer based on the same valuation principles. Revisions may occur more frequently if market conditions warrant.

The revised infrastructure costs must be calculated as at 1 July in each year.

The collecting agency will publish the amended contributions on the collecting agency's website within 14 days of the adjustments being made.

The CIL cap (currently $1,450 per dwelling for the 2024- 25 financial year) is indexed annually on July 1 by the Minister for Planning and is published on the department website. Council reserves the right to increase the CIL in this DCP to allow for cost escalation in accordance with the indexation method in this DCP up to any new CIL cap. The higher levy will be collected from the date the new CIL cap is introduced.

5.3 REVIEW PERIOD

The DCP commenced on the date when it was first incorporated into the Greater Geelong Planning Scheme. The DCP adopts a long-term outlook for future development in Creamery Road.

The DCP should be reviewed and if necessary updated every 5 years (or more frequently if required). The 5 yearly review is anticipated to include:

- Updates to any aspect of the plan as required;
- Review of projects required, as well as their costs and scope (as relevant) and indicative provision trigger;
- Review of estimated net developable area (this will also be required if the PSP is subject to a substantive amendment); and
- Review of land values for land to be purchased through the plan.

Any review will need to have regard to any arrangements (e.g. section 173 agreements under the Act) for the implementation of the DCP.

5.4 ADJUSTMENT TO THE SCOPE OF PROJECTS

The infrastructure projects in the DCP have been costed to a sufficient level of detail, however all of the projects will require a detailed design process prior to construction.

As part of detailed design, the Council, or a development proponent with the consent of the Development Agency may amend or modify some aspects of projects, so long as they are still generally in accordance with the PSP and any direction regarding the scope outlined in the DCP.

In these cases there must be no negative impact on the DCP. The developer must pay the additional costs associated with the provision of the infrastructure item over and above the standard required by the DCP.

5.5 COLLECTING AGENCY (AGENCY RESPONSIBLE FOR COLLECTING INFRASTRUCTURE LEVY)

The City of Greater Geelong is the collecting agency pursuant to section 46K(1)(fa) of the Act which means that it is the public authority to which all levies are payable. As the collecting agency, council is responsible for the administration of the DCP and also its enforcement pursuant to section 46QC of the Act.

5.6 DEVELOPMENT AGENCY (AGENCY RESPONSIBLE FOR WORKS)

The City of Greater Geelong is the development agency and is responsible for the provision of the designated infrastructure projects which are funded under the DCP and the timing of all works.

6. Implementation Strategy

This section provides further details regarding how the collecting agency intends to implement the DCP. In particular, this section clearly identifies the rationale for the implementation strategy and details the various measures that have been adopted to reduce the risk posed by the DCP to all parties.

6.1 RATIONALE FOR THE IMPLEMENTATION STRATEGY

This implementation strategy has been included to provide certainty to both the collecting agency and development proponents. The implementation strategy recognises the complexities associated with infrastructure provision and funding and seeks to minimise risk to the collecting agency, development agency, development proponent and future community.

This implementation strategy has been formulated by:

- Assessing the PSP;
- Having regard to the development context;
- Assessing the need for finance requirements including upfront financing and pooling of funds;
- Agreeing the land value and indexing it appropriately (where possible); and
- Identifying preferred implementation mechanisms to achieve the above outcomes and reducing the risk associated with the DCP to ensure that it will be delivered as intended.

6.2 IMPLEMENTATION MECHANISM

Under section 46P of the Act, the collecting agency may accept (with the consent of the development agency where the collecting agency is not also the development agency) the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payment. This can be by agreement with the collecting agency before or after the application for the permit is made or before the development is carried out.

To coordinate the provision of infrastructure, Schedule 8 to the Urban Growth Zone in the Greater Geelong Planning Scheme for the PSP requires an application for subdivision to be accompanied by an infrastructure plan to the satisfaction of the responsible authority.

The public infrastructure plan needs to show the location, type, staging and timing of infrastructure on the land as identified in the PSP or reasonably required as a result of the subdivision of the land and address the following:

- Stormwater drainage works;
- Road works internal or external to the land consistent with any relevant traffic report or assessment;
- The reserving or encumbrance of land for infrastructure, including for community facilities, sports reserves and open space;
- Any infrastructure works which an applicant proposes to provide in lieu of development contributions in accordance with the DCP;
- Land Budget breakdown with staging sequencing; and
- Any other relevant matter related to the provision of infrastructure reasonably required by the responsible authority.

Through the approval of these agreements, council (acting as the collecting agency) will consider if and what infrastructure should be provided as works in kind under the DCP in accordance with section 46P of the Act. The agreement must include a list of the DCP infrastructure projects that the collecting agency has agreed in writing to allow to be provided as works and/or land in lieu.

7. Appendices

7.1 APPENDIX A - PROPERTY PLAN & PROPERTY SPECIFIC LAND BUDGET



Creamery Rd Parcel Specific Land Use Budget Table		Total Area	TRANSPORT			COMMUNITY & EDUCATION				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		NDA						Total NDA	Public Land Equalisation Method Unders and Over Calculation				
Address	Property Number		CCC (DCP Land)	Road Widening (DCP Land)	Existing Road Being Retained	Proposed Early Years Hub (DCP Land)	Existing Non-Government School	Proposed Non-Government School	Proposed Government School	Cowies Creek Conservation Reserve	Drainage (DCP Land)	Waterway (DCP Land)	Existing AOS (Myers Reserve)	Active Open Space (DCP Land)	Local Open Space (53.01)	High Landslide Susceptibility Zone	IDA Residential	Moderate Landslide Susceptibility Zone	NAC	NAC IDA Residential	Standard Residential		Valuers 'Before Area'	DCP Residential Contribution (All)	Valuers 'Before Area'	Under Provision	Over Provision
200 Ballan Road, MOORABOOL VIC 3213	1	24.479	2.122	0.938						7.431	1.435										12.553	12.553	17.048	4.495		4.495	-
35 Evans Road, MOORABOOL VIC 3213	2	1.536		0.179																	1.357	1.357	1.536	0.179		0.179	-
35 Evans Road, MOORABOOL VIC 3213	3	0.543		0.137																	0.406	0.406	0.543	0.137		0.137	-
20 Evans Road, BELL POST HILL VIC 3215	5	37.627	4.491					3		11.686	0.838				1.131		9.376				7.105	16.481	21.810	5.329		5.329	-
10 Evans Road, BELL POST HILL VIC 3215	6	2.435																			2.435	2.435	2.435	0.000		-	-
2 Evans Road, BELL POST HILL VIC 3215	7	2.892		0.072																	2.82	2.82	2.892	0.072		0.072	-
20 Evans Road, BELL POST HILL VIC 3215	8	22.671	0.014							12.065					1.187		1.995				7.41	9.405	9.419	0.014		0.014	-
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	9	2.04								1.797					0.078						0.165	0.165	0.165	0.000		-	-
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	10	2.061								1.825					0.168						0.068	0.068	0.068	0.000		-	-
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	11	0.594								0.594												0	0.000	0.000		-	-
100 Ballan Road, BELL POST HILL VIC 3215	12	36.966	0.328	0.773							4.782	1.526		8.923	0.296		5.022		2.684	2.053	10.579	20.338	36.670	16.332		10.048	6.284
60 Avonlea Road, BELL POST HILL VIC 3215	13	37.987	0.449								4.728	5.167			1.122	0.259	8.129				18.133	26.521	36.865	10.344		10.101	0.243
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	14	13.086								5.244		1.954				1.808		0.423			3.657	5.888	7.842	1.954		1.954	-
165 Bluestone Bridge Road, BELL POST HILL VIC 3215	15	0.04								0.04												0	0.000	0.000		-	-
50 Avonlea Road, BELL POST HILL VIC 3215	16	2.028										0.047				0.261		0.023			1.697	1.981	2.028	0.047		0.047	-
40 Avonlea Road, BELL POST HILL VIC 3215	17	2.024													0.5						1.524	1.524	1.524	0.000		-	-
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	18	2.025																			2.025	2.025	2.025	0.000		-	-
85-105 Bluestone Bridge Road, BELL POST HILL VIC 3215	19	2.098								0.011	0.318					0.03		0.014			1.725	1.769	2.087	0.318		0.318	-
20 Avonlea Road, BELL POST HILL VIC 3215	20	2.035									0.826										1.209	1.209	2.035	0.826		0.558	0.268
65-75 Bluestone Bridge Road, BELL POST HILL VIC 3215	21	1.606									0.556										1.05	1.05	1.606	0.556		0.440	0.116
AVONLEA ROAD BELL POST HILL 3215	22	0.656								0.368											0.288	0.288	0.288	0.000		-	-
90-140 Bluestone Bridge Road, BELL POST HILL VIC 3215	23	0.541																			0.541	0.541	0.541	0.000		-	-
45 Avonlea Road, BELL POST HILL VIC 3215	24	2.025																			2.025	2.025	2.025	0.000		-	-
35 Avonlea Road, BELL POST HILL VIC 3215	25	2.025																			2.025	2.025	2.025	0.000		-	-
25 Avonlea Road, BELL POST HILL VIC 3215	26	2.025																			2.025	2.025	2.025	0.000		-	-
15 Avonlea Road, BELL POST HILL VIC 3215	27	1.81																			1.81	1.81	1.810	0.000		-	-
5 Avonlea Road, BELL POST HILL VIC 3215	28	0.3																			0.3	0.3	0.300	0.000		-	-
60 Ballan Road, BELL POST HILL VIC 3215	29	5.28	0.023	0.119													1.811			1.822	1.505	5.138	5.280	0.142		0.142	-
35-55 Ballan Road, BATESFORD VIC 3213	30	23.719	0.092	0.506		1.3			3.5		1.954				1.516		1.417				13.434	14.851	18.703	3.852		3.852	-
65 Creamery Road, BELL POST HILL VIC 3215	31	18.048	0.107								1.871			3.25			4.731				8.089	12.82	18.048	5.228		4.945	0.283
125 Creamery Road, BELL POST HILL VIC 3215	32	3.79											3.79									0	0.000	0.000		-	-
125 Creamery Road, BELL POST HILL VIC 3215	33	0.366											0.366									0	0.000	0.000		-	-
125 Creamery Road, BELL POST HILL VIC 3215	34	13.305			0.145								13.16									0	0.000	0.000		-	-
5 Creamery Road, BELL POST HILL VIC 3215	35	2.128		0.224																	1.904	1.904	2.128	0.224		0.224	-
15 Creamery Road, BELL POST HILL VIC 3215	36	1.825																			1.825	1.825	1.825	0.000		-	-
25 Creamery Road, BELL POST HILL VIC 3215	37	2.025																			2.025	2.025	2.025	0.000		-	-
55 Creamery Road, BELL POST HILL VIC 3215	38	2.429	0.106														1.151				1.172	2.323	2.429	0.106		0.106	-
105 Creamery Road, BELL POST HILL VIC 3215	39	11.611					11.611															0	0.000	0.000		-	-
85 Creamery Road, BELL POST HILL VIC 3215	40	3.197																			3.197	3.197	3.197	0.000		-	-
110 Creamery Road, BELL POST HILL VIC 3215	41	1.864																			1.864	1.864	1.864	0.000		-	-
120 Creamery Road, BELL POST HILL VIC 3215	42	1																			1	1	1.000	0.000		-	-
375 Ballarat Road, BATESFORD VIC 3213	43	12.338	0.854	0.552													3.051				7.881	10.932	12.338	1.406		1.406	-
375 Ballarat Road, BATESFORD VIC 3213	44	7.023		0.075											1.4						5.548	5.548	5.623	0.075		0.075	-
305 Ballarat Road, BATESFORD VIC 3213	45	13.078		0.038							1.703										11.337	11.337	13.078	1.741		1.741	-
341-345 Ballarat Road, BATESFORD VIC 3213	46	2.025		0.143																	1.882	1.882	2.025	0.143		0.143	-
335-339 Ballarat Road, BATESFORD VIC 3213	47	2.025		0.066																	1.959	1.959	2.025	0.066		0.066	-
	subtotal	333.231	8.586	3.822	0.145	1.3	11.611	3	3.5	41.061	19.011	8.694	17.316	12.173	7.398	2.358	36.683	0.46	2.684	3.875	149.554	195.614	249.200	53.586		46.391	7.195
																							27.400% Public land use percentage				
Existing Road reserve	4	1.703	0.993		0.607																0.103	0.103					
Existing Road reserve	48	6.793	2.967		3.826																	0					
Existing Road reserve	49	2.841			2.607					0.234												0					
Grand Total		**344.568**	**12.546**	**3.822**	**7.185**	**1.3**	**11.611**	**3**	**3.5**	**41.295**	**19.011**	**8.694**	**17.316**	**12.173**	**7.398**	**2.358**	**36.683**	**0.46**	**2.684**	**3.875**	**149.657**	**195.717**					

SCHEDULE 8 TO CLAUSE 37.07 URBAN GROWTH ZONE

Shown on the planning scheme map as **UGZ8**.

CREAMERY ROAD PRECINCT STRUCTURE PLAN

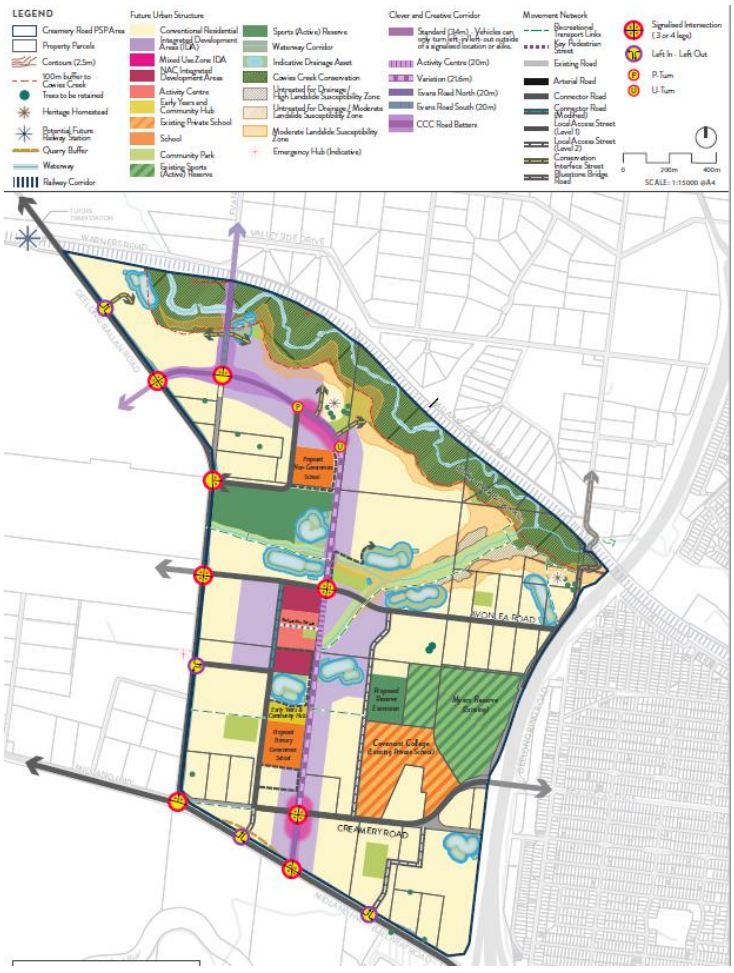
1.0 The Plan

30/07/2018

Plan 1 shows the future urban structure proposed in the incorporated Creamery Road Precinct Structure Plan (PSP).

Plan 1 to Schedule 8 to Clause 37.07

Creamery Road Precinct Structure Plan



2.0 Use and development

30/07/2018

2.1 The Land

30/07/2018

The provisions of this schedule only apply to the land within the Creamery Road Precinct shown on Plan 1 of this schedule and zoned UGZ8 as shown on the planning scheme maps. This schedule must be read in conjunction with the Creamery Road PSP.

2.2 Applied zone provisions

19/01/2022

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 Mixed Use Integrated Development Area (MUIDA)	Applied zone provisions Clause 32.04 - Mixed Use Zone
Land shown on Plan 1 of this schedule Integrated Development Area (IDA) NAC Integrated Development Areas	Applied zone provisions Clause 32.07 - Residential Growth Zone
Land shown on Plan 1 of this schedule Activity Centre	Applied zone provisions Clause 34.01 – Commercial 1 Zone (C1Z)
Land shown on Plan 1 of this schedule Proposed Primary Government School Proposed Non-Government School	Applied zone provisions Clause 36.01 – Public Use Zone (PUZ2)
Land shown on Plan 1 of this schedule Community Park Sports (Active) Reserve Waterway Corridor Indicative Drainage Asset	Applied zone provisions Clause 36.02 Public Park and Recreation Zone (PPRZ)
Land shown on Plan 1 of this schedule Cowies Creek Conservation	Applied zone provisions Clause 36.03 – Public Conservation and Recreation Zone (PCRZ)
Land shown on Plan 1 of this schedule Clever and Creative Corridor	Applied zone provisions Clause 36.04 – Transport Zone – Schedule 3 (TRZ3)
Land shown on Plan 1 of this schedule All other land	Applied zone provisions Clause 32.08 - General Residential Zone – Schedule 1

2.3 Specific provisions – Use of land

30/07/2018

Any condition opposite the use in Table 2 must be met. If the condition is not met, the applied zone provisions apply except where the use is otherwise prohibited in Table 2 or as specified by another specific provision in this schedule.

Section 1 - Permit not required

Use	Condition
Shop (other than Adult sex product shop) where the applied zone is Commercial 1 Zone	The combined leasable floor area of all shops must not exceed a leasable floor area of 5,625 square metres.
Shop (other than Adult sex product shop) where the applied zone is Mixed-Use Zone	The combined leasable floor area of all shops must not exceed a leasable floor area of 2,625 square metres.

Office	The combined leasable floor area of all offices must not exceed 1,875 square metres.
Any use listed in Clause 62.01	Must meet requirements of Clause 62.01.

Section 2 - Permit required

Any other use not in Section 1 or 3

Section 3 – Prohibited

Accommodation Child care centre Education Centre Informal outdoor recreation	Prohibited within the Quarry Buffer in the incorporated Creamery Road Precinct Structure Plan whilst the Batesford Quarry Facility continues to operate at 380-530 Ballarat Road, Batesford. Note: The Quarry Buffer may be reduced or deleted if the facility ceases operation or changes its operations and an amenity assessment report is prepared to the satisfaction of the Responsible Authority and Environment Protection Authority. If the facility ceases or changes its operations and the Quarry Buffer is reduced or deleted then the permit requirements of the applied zone apply to land which is no longer required to act as a buffer.
Any other use in the Table of uses of the applicable applied zone	

2.4 Specific provisions - Subdivision

30/07/2018

NAC Precinct Urban Design Framework

A permit must not be granted to subdivide land within the 'NAC Precinct' area shown on Plan 11 'NAC Concept Plan' of the Creamery Road PSP until an Urban Design Framework (UDF) has been prepared for the precinct to the satisfaction of the Responsible Authority.

Unless the Responsible Authority agrees otherwise, the UDF must:

- address all land in the NAC Precinct
- be generally in accordance with the Creamery Road PSP
- address and respond to Section 3.1.4 (Activity Centres) and Appendix 5 (NAC Design Principles) of the Creamery Road PSP.

A permit may be granted to subdivide land within the NAC Precinct prior to approval of an UDF if, in the opinion of the Responsible Authority, the granting of the permit will assist in achieving the objectives, the relevant planning and design guidelines and provisions of Appendix 5 for the Activity Centre set out in the Creamery Road PSP.

The UDF may be amended to the satisfaction of the Responsible Authority.

Subdivision applications must be generally in accordance with the approved UDF.

Super Lots in Integrated Development Areas

For subdivision applications containing super lots within the Integrated Development Areas, a concept design plan and/or indicative subdivision layout

must be submitted demonstrating the required dwelling yields set out within Section 3.1.2 (Housing Diversity, Density and Choice) of the Creamery Road PSP can be achieved.

Cowies Creek Conservation Area

Any proposed subdivision within or directly adjacent to the Cowies Creek Conservation Area as shown in Plan 17 Biodiversity & Threatened Species of the Creamery Road PSP must be generally in accordance with Plan 18 Cowies Creek Landscape Masterplan of the Creamery Road PSP and address the Cowies Creek Conservation Management Plan to the satisfaction of the Responsible Authority.

The Cowies Creek Conservation Management Plan may be amended to the satisfaction of relevant authorities.

2.5 Specific provisions - Buildings and works

30/07/2018

NAC Precinct Urban Design Framework

A permit must not be granted to construct a building or construct or carry out works within the 'NAC Precinct' area shown on Plan 11 'NAC Precinct Concept Plan' of the Creamery Road PSP until an Urban Design Framework (UDF) has been prepared for the precinct to the satisfaction of the Responsible Authority.

Unless the Responsible Authority agrees otherwise, the UDF must:

- address all land in the NAC Precinct
- be generally in accordance with the Creamery Road PSP
- address and respond to Section 3.1.4 (Activity Centres) and Appendix 5 (NAC Design Principles) of the Creamery Road PSP.

A permit may be granted to construct a building or construct or carry out works within the NAC Precinct prior to approval of an UDF if, in the opinion of the Responsible Authority, the granting of the permit will assist in achieving the objectives, the relevant planning and design guidelines and provisions of Appendix 5 for the Activity Centre set out in the Creamery Road PSP.

The UDF may be amended to the satisfaction of the Responsible Authority.

Buildings and works applications must be generally in accordance with the approved UDF.

Dwellings on a lot less than 300 square metres

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 (Victorian Planning Authority, November 2019, or as amended) via a restriction on title, and it complies with the Small Lot Housing Code incorporated into this Scheme pursuant to Clause 72.04.

Cowies Creek Conservation Area

Any proposed development (including earthworks, paths, in-stream pools, ephemeral soaks, street furniture or other infrastructure works) within or directly adjacent to the Cowies Creek Conservation Area as shown in Plan 17 Biodiversity & Threatened Species of the Creamery Road PSP must be generally in accordance with Plan 18 Cowies Creek Landscape Masterplan of the Creamery Road PSP and address the Cowies Creek Conservation Management Plan to the satisfaction of the Responsible Authority.

The Cowies Creek Conservation Management Plan may be amended to the satisfaction of relevant authorities.

Recycled Water

Provision of reticulated recycled water to 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.

3.0 Application requirements

30/07/2018

The following application requirements apply to an application for a permit under Clause 37.07, in addition to those specified in Clause 37.07 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the Responsible Authority.

If, in the opinion of the Responsible Authority, an application requirement listed below is not relevant to the assessment of an application, the Responsible Authority may waive, vary or reduce the requirement.

Subdivision – General Subdivision

For any application to subdivide land, a subdivision design response must include to the satisfaction of the Responsible Authority:

- A written report that sets out how the application implements the objectives, requirements and guidelines within the Creamery Road PSP.
- A Subdivision Staging Plan which also includes the location of above-ground utilities (such as electricity substations, kiosks and sewer pumps).
- The location of proposed planned community infrastructure, public open space areas and their recreation function where appropriate.
- A Complete Streets Plan that shows:
    - Access arrangements of properties to all existing and future arterial roads;
    - Potential bus route and bus stop locations in consultation with the Department of Planning and Transport;
    - Walking catchment to activity centres, which nominate transport stops, open space areas, schools and community facilities;
    - Cross sections in accordance with Appendix 3 of the Creamery Road PSP.
- A land use budget table utilising the same format and methodology as the Creamery Road PSP, identifying the amount of land allocated to the proposed uses, net developable area, number of lots, average lot size, expected population, overall density achieved, employment yield and whether a variation is sought.
- A response to the Creamery Road Native Vegetation Precinct Plan (NVPP).
- A Canopy Cover Plan that demonstrates that a proposal meets the mandated minimum canopy coverage stipulated in Plan 21 Canopy Cover and Tree Retention of the Creamery Road PSP. Upon request, tree location and species data should be made available in a GIS or vector format.
- A Bushfire Management Plan that addresses bushfire risk at the site. The plan must be prepared in accordance with Section 3.6.2 Bushfire Resilience of the Creamery Road PSP.
- An Integrated Water Management Plan (IWMP) that:

- Responds to the requirements and guidelines of Chapter 3.5 Integrated Water Management, and to the relevant requirements and guidelines of Chapter 2.8 Delivery, in the Creamery Road PSP;
- Assesses the existing surface and subsurface drainage conditions on the site;
- Addresses the provision, staging and timing of stormwater drainage infrastructure.

Subdivision - Residential Development

For an application to subdivide land into three or more residential lots, in addition to the above, a subdivision design response must include to the satisfaction of the Responsible Authority:

- A Density Plan or written response which applies to the entire area of an application. The Density Plan should include a table which identifies the land use budget, net developable area, number of lots proposed, average lot size, overall density achieved, and whether a variation is being sought.
- A Social and Affordable Housing Delivery Strategy that demonstrates how the proposal achieves the social housing and affordable housing requirements and guidelines in Section 3.1.2 (Housing Diversity, Density and Choice) of the Creamery Road PSP to the satisfaction of the Responsible Authority.

Social and Affordable Housing Delivery Strategy

An application for buildings and works for residential or mixed-use purposes must be accompanied by a Social and Affordable Housing Delivery Strategy that demonstrates how the proposal achieves the social housing and affordable housing requirements and guidelines contained in Section 3.1.2 (Housing Diversity, Density & Choice) of the Creamery Road PSP, to the satisfaction of the Responsible Authority.

Requirement - Public Infrastructure Plan

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

- What land may be affected or required for the provision of infrastructure works;
- The provision, staging and timing and delivery of stormwater drainage works, road works internal and external to the land consistent with any relevant traffic report or assessment;
- What, if any, infrastructure set out in the incorporated Creamery Road Development Contributions Plan (DCP) applying to the land is sought to be provided as “works in kind” subject to the consent of the collecting agency;
- The landscaping of any land;
- The provision of public open space and land for any community facilities; and
- Any other matter relevant to the provision of public infrastructure required by the Responsible Authority.

Requirement - Existing conditions plan

Applications for the development of a shop and/or office within the applied Commercial 1 Zone and/or Mixed-Use Zone must submit a floor plan or written report detailing the existing and proposed leasable floor space of existing shops and/or office floor space within the entire precinct. The plan/report must outline whether the proposal exceeds the amount listed in Section 1 – permit not required, and if the amount is exceeded, the information within G21 of Section 3.1.4 (Activity Centres) of the Creamery Road PSP should be submitted.

Requirement - Preliminary Risk Screen Assessment

Unless otherwise approved in writing by the Responsible Authority, an application to use or subdivide land, construct a building, or construct or carry out works for or associated with a new sensitive use (residential use, child care centre, kindergarten, pre-school centre, primary school, children's playground, and secondary school) must be accompanied by either:

a) a Preliminary Risk Screen Assessment Statement in accordance with the *Environment Protection Act 2017*, stating that an environmental audit is not required for the proposal; or

b) An environmental audit statement under Part 8.3, Division 3 of the *Environment Protection Act 2017* stating that the land is suitable for the proposed use or development if the recommendations made in the statement are complied with.

Written confirmation of compliance must be provided by a suitably qualified environmental consultant or other suitable person (with the costs borne by the applicant) to the satisfaction the Responsible Authority.

All recommendations made in the Environmental Audit Statement must be complied with to the satisfaction of the Responsible Authority prior to the commencement of the use of the land allowed by this permit. Compliance sign off must be in accordance with any requirements in the Environmental Audit Statement recommendations regarding verification of works.

Note:

A suitably qualified environmental consultant acceptable to the Responsible Authority may include an environmental auditor appointed under the *Environment Protection Act 2017* or an environmental professional with qualifications and competence consistent with Schedule B9 of the National Environment Protection (Assessment of Site Contamination Measure 1999) (as amended 2013).

Requirement - Preliminary Site Investigation

An application to use or subdivide land, construct a building, or construct or carry out works for a non-sensitive use must be accompanied by a Preliminary Site Investigation prepared by a suitably qualified person. The assessment must be issued stating that a Preliminary Risk Screen Assessment or environmental audit is not required for the application.

Requirement - Traffic Impact Assessment Report

An application that proposes to create or change access to any existing or planned road must be accompanied by a Traffic Impact Assessment Report (TIAR).

The TIAR, including functional layout plans and a feasibility/concept road safety audit, must be to the satisfaction of the Responsible Authority and the Department of Transport and Planning, as required.

Requirement – Acoustic Report

An application to use or subdivide land, construct a building, or construct or carry out works for accommodation, child care centre, kindergarten or education centre (other than Tertiary institution and Employment training centre) must be accompanied by an Acoustic Assessment report, prepared by a qualified acoustic engineer or other suitably qualified person to the satisfaction of the Responsible Authority. The report must:

- Address the Creamery Road PSP Acoustic Assessment and provide suitable recommendations to ensure the following internal noise levels are met:

  - For bedrooms a maximum noise level of 55 (65 for freight) dB LAmax or equivalent noise level of 35 dB LAeq,8h from 10pm to 6am;
  - For other habitable rooms a maximum noise level of 60 (70 for freight) dB LAmax or equivalent noise level of 40 dB LAeq,16h from 6am to 10pm;
  - For areas other than sleeping and living areas, the median value of the range of recommended design sound levels of Australian Standard AS/NZ 2107:2016 (Acoustics – Recommended design sound level and reverberation times for building interiors).
- Assess noise levels:
  - Considering the cumulative noise from all sources impacting on the proposal including industry and road traffic, as well as potential other potential noise sources; and
  - Considering the existing and likely future noise levels associated with the expansion of surrounding roads, and;
  - In unfurnished rooms with a finished floor and the windows closed and be based on average external noise levels measured as part of a noise level assessment.
- Include recommendations for any noise attenuation measures required to meet the applicable noise level objectives, consistent with Clause 13.05-1 and the Creamery Road PSP Acoustic Report, and which can be implemented through subdivision with measures such as land use separation, appropriate setback distances, use of barriers, and orientation and positioning of lots so that private open space is shielded from noise from the railway line and arterial roads.
- Include additional considerations, where relevant, to address:
  - potential noise character (tonality, impulsiveness or intermittency);
  - noise with high energy in the low frequency range;
  - vibration; and,
  - transient or variable noise.

Recommendations in the report must be implemented prior to statement of compliance or building occupancy to the satisfaction of the Responsible Authority.

Requirement – Community Park Masterplan

If a community park is located over two or more properties with different ownership, the first permit applicant must prepare a master plan for the entire park and submit evidence of consultation with the relevant adjoining landowners to the satisfaction of the Responsible Authority.

Requirement – Certificate of Acknowledgement of Consent

An application to subdivide land, construct a building, or construct or carry out works must be accompanied by a Certificate of Acknowledgement of Consent to demonstrate compliance with the City's approval under Part 10 of the *Environment Protection and Biodiversity Conservation Act 1999*.

Requirement – Zero Carbon Operations

An application to subdivide land, construct a building, or construct or carry out works must be accompanied by a Zero Carbon Operational Energy Plan which addresses Section 3.3.1 (Sustainable Energy and Zero Carbon) of the Creamery Road PSP to the satisfaction of the Responsible Authority.

Requirement – Geotechnical assessment for moderate landslide susceptibility areas

An application to subdivide land, construct a building, or construct or carry out works within the 'moderate landslide susceptibility zone' as shown on Plan 5 (Future Urban Structure) of the Creamery Road PSP, must be accompanied by a geotechnical assessment in accordance with Australian Geomechanics Guidelines for Landslide Risk Management (2007).

Requirement – Geotechnical assessment for high landslide susceptibility areas

An application to subdivide land, construct a building, or construct or carry out works within the 'high landslide susceptibility zone' as shown on Plan 5 (Future Urban Structure) of the Creamery Road PSP must be accompanied by a full geotechnical assessment in accordance with the Australian Geomechanic Guidelines for Landslide Risk Management (2007, or as amended) including detailed subsurface investigation and risk evaluation for both individual and societal risks. The assessment must demonstrate that the proposal will achieve low to very low risks levels prior to development.

Prior to commencement of works, any geotechnical or landslide risks must be addressed and mitigated in accordance with the recommendations of the geotechnical assessment to the satisfaction of the Responsible Authority.

A letter from a suitably qualified geotechnical practitioner must be submitted following mitigation works. It must indicate risks of landslide susceptibility and confirm that hazards are acceptable in accordance with Australian Geomechanics Guidelines for Landslide Risk Management (2007) and will remain acceptable over the life of the development to the satisfaction of the Responsible Authority.

4.0 Conditions and requirements for permits

30/07/2018

General Requirements

A permit must include a condition or conditions as appropriate to give effect to any requirements or conditions set out in the Creamery Road PSP and the Creamery Road NVPP.

Condition - Subdivision permits that allow the creation of a lot of less than 300 square metres - Small lot housing code

Any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions:

- Prior to certification of the Plan of Subdivision for the relevant stage, a plan must be submitted for approval to the satisfaction of the Responsible Authority. The plan must identify the lots that will include a restriction on title providing for the application of the Small Lot Housing Code (Victorian Planning Authority, November 2019 or as amended); and
- The Plan of Subdivision submitted for certification must identify whether Type A or Type B of the *Small Lot Housing Code* (Victorian Planning Authority, November 2019 or as amended) applies to each lot to the satisfaction of the Responsible Authority.

Condition – Kangaroo Management Plan

A permit for subdivision of land must include the following conditions:

Prior to the certification of the Plan of Subdivision, a Kangaroo Management Plan must be prepared to the satisfaction of the Responsible Authority and must include:

- strategies to avoid land locking land adjacent to the subdivision that provides habitat to kangaroos; and

- management requirements to respond to the containment of kangaroos in an area with no reasonable likelihood of their continued safe existence; or
- management and monitoring actions to sustainably manage a population of kangaroos within a suitable location.

Where a Kangaroo Management Plan has been approved in respect to the land to which the application applies, the application must be accompanied by:

- a copy of the approved Kangaroo Management Plan; and
- a 'design/management response' statement outlining how the application is consistent with and gives effect to any requirements of the approved Kangaroo Management Plan.

Once approved the plan will be endorsed by the Responsible Authority and form part of the permit.

Condition – Subdivision or buildings and works permits where land is required for community facilities, public open space or road widening

A permit for subdivision or buildings and works where land is required for community facilities, public open space or road widening must include the following conditions:

- The costs associated with effecting the transfer or vesting of land required for community facilities, public open space or road widening must be borne by the permit holder; and
- Land required for community facilities, public open space or road widening must be transferred to or vested in the relevant public agency with any designation (e.g. road, reserve or lot) nominated by the relevant agency.

Condition – ESD Residential Design Guidelines

A permit for subdivision must include the following condition:

Unless otherwise approved in writing by the Responsible Authority, prior to the certification of the plan of subdivision for the first stage of subdivision, Residential ESD Design Guidelines must be prepared and submitted for endorsement to the satisfaction of the Responsible Authority in accordance with Section 3.1.2 of the Creamery Road PSP. Once endorsed the Residential ESD Design Guidelines must be applied as a restriction on the relevant plan of subdivision.

Condition – ESD Requirements for Community Facilities, Education and Activity Centres

Unless otherwise approved in writing by the Responsible Authority, prior to the commencement of works or certification of the plan of subdivision, an application for subdivision or development of any new community or education facility, commercial or mixed-use building must commit to the use of a relevant best practice environmental performance rating tool (such as a Green Star Buildings rating of 5 stars or more), or an equivalent rating achieved through a similar tool. In the case of subdivision, the chosen tool must be applied via a restriction on the relevant plan of subdivision.

Condition – Circular Economy

A permit for subdivision must include the following condition:

Unless otherwise approved in writing by the Responsible Authority, prior to certification of a plan of subdivision for the first stage, the permit holder must demonstrate, through ISCA Materials Calculator 2.1 or another life cycle assessment tool such as eTool or similar, how the proposal responds to the requirements within Section 3.7 (Circular Economy) of the Creamery Road PSP.

Condition – Construction Environmental Management Plan (Cowies Creek Conservation Area)

In addition to the standard CEMP condition, a permit to subdivide land, construct a building, or construct or carry out works:

- on or within 50 metres of land shown as Cowies Creek Conservation Area in the Creamery Road PSP, or;
- on or within any sub catchment draining into the Cowies Creek Conservation Masterplan Area shown on *Plan 17 Biodiversity & Threatened Species* of the Creamery Road PSP

must include the following condition:

Unless otherwise approved in writing by the Responsibility Authority, prior to the commencement of works, a Construction Environmental Management Plan (CEMP) must be submitted to and approved by the Responsible Authority, demonstrating how the conservation area will be protected during works.

The CEMP should be generally consistent with the *Western Geelong Growth Area Cowies Creek Conservation Area Growling Grass Frog Conservation Management Plan (Biosis, 27 October 2023)* and *DELWP requirements for Construction Environmental Management Plans under the Melbourne Strategic Assessment (November 2020),* or any future revision or superseding document.

Once approved the CEMP will form part of the permit and must be implemented to the satisfaction of the Responsible Authority.

Condition – No Gas Subdivision and Buildings and Works

A permit for subdivision and/or buildings and works must include the following condition:

Unless otherwise approved in writing by the Responsible Authority:

a) Any subdivision and/or buildings and works within the Creamery Road PSP must not connect to any existing or future reticulated gas networks; and

b) Prior to the issue of a Statement of Compliance for any stage of subdivision, a utilities plan showing no connection to gas must be submitted to the satisfaction of the Responsible Authority.

Condition – Functional Layout Plans

A permit for subdivision must include the following condition:

Prior to the commencement of works, a detailed Functional Layout Plan for the relevant stage of the subdivision must be submitted to and approved by the Responsible Authority. The plan must include locations of above and below ground services, crossovers, tree placement (including root growth zones to achieve required canopy targets), bike racks, shared pedestrian and bicycle paths, streetlights, future bus stops, all local area traffic management items along with maintenance vehicle access points and tracks, tree protection measures (with Tree Protection Zones clearly dimensioned), footpaths, passive irrigation and utility installations on or adjacent to public reserves in accordance with all relevant requirements of the Creamery Road PSP.

The plan should provide details of how canopy cover targets required within Section 3.6.1 of the Creamery Road PSP have been met. The functional layout plan must ensure that all reserves and vegetation to be retained are not compromised with services listed above.

If a site contains any relevant smart city infrastructure (in accordance with Plan 16 Smart City and Digital Connectivity of the Creamery Road PSP), the functional layout

plan must include the locations of conduit lines, branches and pits, LoRaWAN Gateways, EV charging locations and Smart Street Poles.

Condition - Protection of Conservation Areas and Native Vegetation During Construction

Unless otherwise approved in writing by the Responsible Authority, a permit for subdivision or buildings and works on land including or abutting a conservation area as shown in the Creamery Road PSP, must include the following condition:

Prior to the commencement of development, a conservation area fencing plan must be submitted to and approved by the Responsible Authority to ensure the conservation area is adequately protected. The fencing plan must contain the following:

- The boundaries of any conservation area, and the boundaries of any patch of native vegetation within the conservation area.
- The location and alignment of temporary protection fencing showing the following minimum distance from the element to be protected:

Element	Distance
Conservation area Patch of native vegetation	2 metres

Buildings and works must not commence until written evidence that protection fencing has been erected in accordance with the approved Conservation Area Fencing Plan is provided by a suitably qualified land surveyor to the Responsible Authority, and the Responsible Authority confirms it is satisfied by the evidence.

Condition – Commonwealth Biodiversity Developer Implementation Plan

A permit to subdivide land, construct a building, or construct or carry out works on land within the biodiversity levy area as shown in the Northern and Western Geelong Growth Areas Strategic Assessment Funding Program, must include the following condition:

Prior to the certification of a plan of subdivision or the commencement of buildings or works (whichever comes first), a Commonwealth Biodiversity Developer Implementation Plan detailing all applicable requirements under the Northern and Western Geelong Growth Areas EPBC Plan and supporting documents must be submitted to, and approved, by the Responsible Authority.

The plan must demonstrate that the development pursuant to the permit will be consistent with the Northern and Western Geelong Growth Areas EPBC Plan and supporting documents, including applicable timeframes and any staging arrangements.

The Developer Implementation Plan must include:

- The area the implementation plan applies to
- The net developable area
- The extent of impacts to Matters of National Environmental Significance (MNES) as identified in the plan
- The share of offset requirements for the PSP area
- Offsets secured, land or works proposed to be undertaken in lieu of payment of the levy liability
- Where external offsets are proposed:

- Demonstrate how the offset site and management actions will compensate for loss of habitat because of development
- A description of the offset area including location, size, condition, environmental values present and surrounding land uses
- Baseline data or supporting evidence documenting the presence of the MNES to be offset
- The contribution of the offset site to delivering the offset targets and early delivery of offsets
- Mitigation measures for indirect impacts outlined in the plan

The Developer Implementation Plan must be to the satisfaction of the Responsible Authority and the Approval Holder for the Northern and Western Geelong Growth Areas EPBC Plan. Once approved, the plan must be implemented to the satisfaction of the Responsible Authority.

Unless otherwise agreed in writing by the Responsible Authority, any biodiversity Levy liability must be paid to the City no more than 21 days prior to the issue of a Statement of Compliance for any certified plan for each stage of subdivision. If alternative timing for payment is agreed, the Commonweatlh Biodiversity Developer Implementation Plan must be updated to reflect this change, and, secured by way of a deed or agreement, Section 173 Agreement or other relevant mechanism.

Condition – Land management plan for conservation area

A permit to subdivide land containing a conservation area as shown in the Creamery Road PSP must include the following condition:

Prior to the commencement of works, a land management plan for the conservation area land must be prepared by a suitably qualified consultant and submitted to and approved by the Responsible Authority. The land management plan must outline how the biodiversity values for the Cowies Creek Conservation Area will be maintained, managed and improved, including:

a) How environmental weeds will be managed up until the securing of the conservation area.

b) How any revegetation will be undertaken in coordination with weed management activities to prevent re-colonisation of weed species.

c) How rubbish and hazards will be removed, and any contaminated material managed up until the securing of the conservation area.

Once approved the plan will form part of the permit and must be implemented to the satisfaction of the Responsible Authority.

Condition – Security of conservation land

A permit to subdivide land containing a conservation area as shown in the Creamery Road PSP must include the following condition:

The owner of the land must, as part of the plan of subdivision (or the first plan of subdivision submitted for registration, in the case of any staged subdivision), create the conservation area as a separate lot or reserve. The boundaries of the lot or reserve on the plan of subdivision are subject to the prior satisfaction of the Responsible Authority. The owner must further secure the conservation area, by causing that lot or reserve to be vested, transferred, or protected in perpetuity in one of the following ways:

a) Prior to a statement of compliance being issued for the plan of subdivision (or, in the case of a staged subdivision, the plan of subdivision or masterplan which implements the first stage of the subdivision), enter into an agreement under section 173 of the *Planning and Environment Act 1987* by which the owner agrees to transfer ownership of the conservation area to, or to vest the conservation area in, the Minister responsible for section 5 of the *Crown*

Land (Reserves) Act 1978, the Greater Geelong City Council or the Corangamite Catchment Management Authority (CCMA). The transfer or vesting must either be for no or nominal consideration. The Secretary and the person or body to whom the land is to be transferred or vested must also be a party to the agreement. The terms of the agreement must include that the owner pays the reasonable costs of the other parties to the agreement that were incurred for the preparation, execution, and registration of the agreement. The owner must cause the agreement to be registered prior to lodgement of the plan of subdivision for registration; or

b) Prior to a statement of compliance being issued for the plan of subdivision (or, in the case of a staged subdivision, the plan of subdivision or masterplan which implements the first stage of the subdivision), enter into an agreement with the Secretary under section 69 of the *Conservation, Forests and Lands Act 1987*, which provides for the conservation and management of the conservation area by or on behalf of the owner in perpetuity. The terms of the agreement must include that the owner pays the reasonable costs of the Secretary incurred for the preparation, execution, and registration of the agreement. The owner must cause the agreement to be registered prior to lodgement of the plan of subdivision for registration.

The requirement to include the above condition does not apply if the permit applicant provides the Responsible Authority with a statement in writing from the Secretary, as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*, that the condition is not required because the Secretary is satisfied that either:

- the land containing the conservation area is expected to be further subdivided and a further planning permit will be required for that subdivision (to which the above condition requirement will apply); or
- the conservation area has been or will be otherwise secured in perpetuity.

Condition – Environmental Audit

Any permit for the use and development of land for a sensitive use (residential use, child care centre, pre-school centre, primary school, children's playground/local park, caretaker's house or residential hotel) at 10 Evans Road, Bell Post Hill (1\LP203190) and 85-105 Bluestone Bridge Road, Bell Post Hill (1\PS403299), or where a Preliminary Risk Screen Assessment requires an environmental audit, must contain the following condition:

Prior to the commencement of the use or buildings and works associated with the use (or the certification or issue of a statement of compliance under the *Subdivision Act 1988*) the permit holder must provide:

- An environmental audit statement under Part 8.3, Division 3 of the *Environment Protection Act 2017* which states that the site is suitable for the use and development allowed by this permit; or
- An environmental audit statement under Part 8.3, Division 3 of the *Environment Protection Act 2017* which states that the site is suitable for the use and development allowed by this permit if the recommendations made in the statement are complied with.

All the recommendations of the environmental audit statement must be complied with to the satisfaction of the Responsible Authority, prior to commencement of use of the site. Written confirmation of compliance must be provided by a suitably qualified environmental consultant or other suitable person acceptable to the responsible authority. Compliance sign off must be in accordance with any requirements in the environmental audit statement recommendations regarding verification of works.

5.0 Exemption from notice and review

30/07/2018

None specified.

6.0 Decision guidelines

30/07/2018

The following decision guidelines apply to an application for a permit 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 generally in accordance with the incorporated *Creamery Road Precinct Structure Plan* including any approved Urban Design Frameworks.
- Whether the application is generally in accordance with the incorporated *Creamery Road Native Vegetation Precinct Plan*;
- Whether the application is generally in accordance with the incorporated *Creamery Road Development Contributions Plan*;
- Whether the application contributes towards the provision of affordable housing (including social housing) in accordance with the Creamery Road PSP, and the Ministerial Notice under 3AA(2) of the *Planning and Environment Act 1987*, as amended from time to time.
- Whether the application contributes towards the achievement of a zero carbon community in accordance with the Creamery Road PSP;

7.0 Signs

04/10/2018

Despite the provisions of Clause 52.05, signs promoting the sale of land or homes on the land (or adjoining land in the same ownership) may be displayed without a permit provided:

- The display area for each sign does not exceed 8 square metres;
- Only one sign is displayed per road frontage. Where the property has a road frontage of more than 150 metres multiple signs may be erected provided there is a minimum of 150 metres distance between each sign, with a total of not more than 4 signs per frontage;
- The sign is not animated, scrolling, electronic or internally illuminated sign;
- The sign is not displayed longer than 21 days after the sale (not settlement) of the last lot; and
- The sign is setback a minimum of 750mm from the property boundary.

A permit may be granted to display a sign promoting the sale of land or homes on the land (or on adjoining land in the same ownership) with an area greater than 8 square metres.

2.8. Mayor's Travel Report - UNESCO

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Purpose

1. To provide an update on the attendance by the Mayor and Executive Director Placemaking at the UNESCO Creative Cities Network (UCCN) Annual Conference and Annual General Meeting from 1 July to 5 July in Braga, Portugal along with the hosted visit to the Municipality of Covilha from 5 to 7 July 2024.

Background

2. Council is the designated Geelong UNESCO Creative City Secretariat, and one of the obligations as Secretariat is for the Mayor, or designated delegate to attend each UCCN Annual General Meeting (AGM). The 2024 AGM was held in Braga, Portugal between 1 to 5 July 2024.

3. The Mayor's attendance was approved by Council at the Ordinary Council Meeting on 23 April 2024. The Mayor was accompanied by the Executive Director Placemaking, Tennille Bradley.

Key Matters

4. A report detailing the findings from the UNESCO AGM and associated link to Covilha City of Design are included as **Attachment 1**.

5. The objectives of attending the UCCN AGM were to:

   5.1. Represent the City at the AGM as the secretariat;

   5.2. Attend and present at the Mayor's Forum;

   5.3. Participate in the City of Design sub network meetings;

   5.4. Continue to build relationships with like cities;

   5.5. Secure an educational keynote speaker or speakers for the Geelong Design Week to be held in November 2024; and

   5.6. Seek opportunities for collaboration based on current projects and calls from sub network cities.

6. During the visit, the Victorian City of Design Mayors (Ballarat, Bendigo and Geelong) had the opportunity to discuss with the Assistant Director General for Culture UNESCO Mr Ernesto Ottone the opportunity to co-host the international AGM in Victoria in the future.

7. As the 2025 AGM is already scheduled and bids for 2026 are already underway, the opportunity for a Victorian Council co-hosted AGM would be 2027.

RESOLUTION - Item 2.8

Cr Sullivan moved, Cr Aitken seconded -

That Council:

1. **Notes the UNESCO AGM 2024 Attendance Report (Attachment 1);**
2. **Use the findings from the UNESCO Creative Cities Network (UCCN) Annual General Meeting to progress Geelong's UNESCO City of Design designation; and**
3. **Notes the opportunity in 2027 for Council to co-host the International AGM.**

Carried

Financial Sustainability

8. The travel costs for the Mayor and the Executive Director Placemaking to attend the UCCN AGM and visit host Municipality of Covilha were $14,885.46, the cost is slightly higher than the estimate due to the price escalation of the airfares between receiving a quote and purchase.

Community Engagement

9. Key stakeholders were engaged in the development of the application for the City of Design designation including Deakin University, and the Australian Centre for Innovation and Design (ACID), Councils Arts and Culture Development Unit and Creative Geelong.

Social Equity and Sustainability

10. One of the primary aims of the UCCN is a commitment to the UNESCO Sustainable Development Goals and in particular Goal #11, Sustainable Cities and Communities. Member cities are tasked with developing and influencing policy in support of this objective.

11. Through our membership we reiterated our commitment to the network's Mission Statement and Strategic Framework, further integrating culture and creativity within initiatives, policies and projects implemented at the local level. This includes a commitment to promoting diversity, gender equality and youth empowerment.

Relevant Law/Policy/Legal Implications

12. The travel was arranged to conform with the Council Expenses Policy 1 September 2020 and the Council Officer Travel Procedure.

Alignment to Community Plan and Vision

13. This report aligns with Our Community Plan 2021-2025 strategic priority:
Strong local economy.

14. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:
A destination that attracts local and international visitors.

Conflict of Interest

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

Risk Assessment

16. There are no risks associated with this report.

Environmental Sustainability

17. There are no known environmental implications associated with this report.

Attachments

1. UNESCO AGM Report [**2.8.1** - 4 pages]

THE CITY OF
GREATER GEELONG

UNESCO AGM 2024

Attendance Report

CITY OF GREATER GEELONG

OVERVIEW

From 1 to 5 July 2024, delegates from 350 Creative Cities in more than 100 countries convened in Braga, a Creative City of Media Arts since 2017, for the XVI Annual Conference of the UNESCO Creative Cities Network (UCCN). This year, marks the 20th anniversary of the Network. This year's Annual Conference was therefore an opportunity to reflect on the achievements of the past two decades by harnessing the transformative power of creativity and culture to build resilient and sustainable cities worldwide.

Under the theme "Bringing youth to the table for the next decade", representatives from Creative Cities across the world discussed how they can seize opportunities and address current and future global challenges by promoting and leveraging youth inclusion and participation in local decision making and action-taking processes. Cultural and creative industries employ more young people than any other sector. It is therefore critical to provide improved public, civic, and digital spaces conducive to empowering young voices, supporting their rights, and releasing their creativity within the cultural and creative sectors and beyond.

This year's theme encouraged participants to develop and share comprehensive urban strategies and policies that advocate for increased representation and involvement of young artists and culture professionals and promote resilience, inclusivity, and prosperity for present and future generations. During a dedicated session, inspiring young voices were provided the opportunity to reflect and discuss with participants on how to overcome challenges and take meaningful actions for improved youth integration in the making of cultural policies.

Over the years, the UCCN Annual Conference has played a pivotal role in strengthening the Network's positioning as a UNESCO flagship city-centred programme, contributing to the localisation of the 2030 Agenda, in alignment with UNESCO's priority areas of action. Having passed the halfway mark in the implementation of the 2030 Agenda, it has become obvious that "making cities and human settlements inclusive, safe, resilient and sustainable" is key to achieve sustainable development globally.

The XVI Annual Conference also advanced the priority areas for cultural policy put forth by the MONDIACULT 2022 Declaration, which calls for culture to be integrated as a stand-alone goal in the post-2030 agenda for sustainable development, reaffirming its status as a "global public good". The six thematic areas emerging from the MONDIACULT 2022 Declaration provide a common roadmap to strategically engage youth as active agents of change to improve the sustainability of urban environments and support the strengthening and adaptation of cultural policies to contemporary challenges at local and international levels. Building on data-driven evidence, the Network aims to further inform local policies and enable their alignment with global development agendas.

Through the draft “UCCN Braga Manifesto: A Culture Goal for Sustainable Development”, which was collectively signed by all the Cities represented for endorsement at the Annual Conference, the Network is set to establish a common vision for cultural policies at the local level and reinvigorate global advocacy for a culture goal.



Photo 1 – Geelong Mayor Cr Trent Sullivan and Executive Director Tennille Bradley
Photo 2 – Opening Ceremony video message by Antonio Guterres Secretary-General of the United Nations.
Photo 3 – Geelong Mayor Cr Trent Sullivan with Ernesto Ottone R, Assistant Director-General for Culture of UNESCO

MAYORS FORUM

The Mayors’ Forum is an international platform and networking opportunity for Mayors from UNESCO Creative Cities worldwide to demonstrate their commitment to culture, creativity and inclusive urban policies. The Mayors Forum seeks to encourage and mobilise city decision-makers from around the world to further collaborate with UNESCO, by harnessing culture and creativity, to address today’s key urban challenges and opportunities. Indeed, as leading forces and strategic advocates for the UCCN’s mission and objectives, Mayors play a crucial role in leveraging culture for sustainable development at the local level. This includes shaping policies, promoting initiatives, raising awareness and participation, and creating an enabling environment that fosters the integration of culture into urban development, thereby driving social, economic, and environmental progress within their communities.

Geelong Mayor Cr Trent Sullivan presented on a thematic roundtable speaking to the topic of *Anchoring Culture in Local Policies*. The Geelong Mayor was only one of eight Mayors internationally that presented as part of the thematic roundtable sessions.



Photo 1 – Geelong Mayor Cr Trent Sullivan presenting at the Mayors Forum thematic roundtable.
Photo 2 – Ballarat Mayor Cr Des Hudson, Geelong Mayor Cr Trent Sullivan and Bendigo Mayor Cr Andrea Metcalf
Photo 3 – Geelong Mayor Cr Trent Sullivan with forum volunteers

VISIT TO CITY OF COVILHÃ

Covilhã is a medium-sized city in the Central Interior of Portugal (52.000 inhabitants, 555km2), located on Serra da Estrela slopes/UNESCO Geopark and Natura2000 Network. Water abundance boosted agriculture and manufacturing, then the textile industry (16th-20th centuries), responsible for productive specialisation and economic growth, migratory flows, and the establishment of an important Jewish community. Notwithstanding the crisis, textiles left an indelible mark on the cityscape and represent 50% of GDP. Benefiting from a secondary and professional education network, culminating in the University of Beira Interior, inducing the city's cosmopolitanism (8.387 students, 22% foreigners, mainly from Africa and Brazil), and fosters an increasing regional specialisation in Knowledge and Innovation. Eclectic in commerce, business, and qualified services (two industrial parks and an hospital), Covilhã presents a vibrant cultural agenda, an endowment network, professional companies and artistic routes, confirming a growing commitment to culture and quality of life, favourable to a cultural industry ecosystem and the settlement of creative people.

Whilst in Covilhã the group visited the National Wool Museum, a recycled textile factory, New Hand Lab – a space for creativity and innovation, as well as a street tour of the many urban art murals across the City.









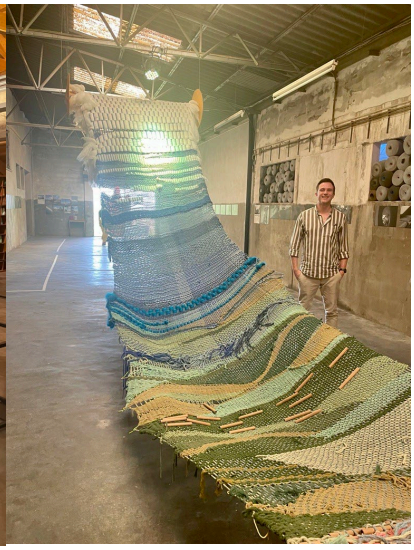


Photo 1 – International Cities od Design visit to Covilhã
Photo 2 - Group Photo at recycled textiles factory
Photo 3 – Geelong Mayor Cr Trent Sullivan at recycled textiles factory
Photo 4 – Geelong Mayor Cr Trent Sullivan at National Wool Museum
Photo 5 – Geelong Mayor Cr Trent Sullivan at Hand Lab

FUTURE OPPORTUNITIES

Participation in the UNESCO AGM in Braga Portugal and subsequent visit to City of Covilhã identified future opportunities for further local creative development and international opportunities.

1. Collaborative Opportunities between the two National Wool Museums. Similar to Geelong, Covilhã hosts an annual textile makers exhibition, opportunity to send entries from the Geelong We the Makers Sustainable Fashion Prize.

2. Engagement and involvement of local youth in the UNESCO designation. Opportunity for the Geelong Youth Council to investigate a UNESCO related project in future years.

3. Further exploration of importance of culture in driving economic growth and social connections and consideration of how the “UCCN Braga Manifesto: A Culture Goal for Sustainable Development” can be further integrated into policy considerations within a local context.

4. The visit to the recycled textiles factory highlighted the immense opportunity in this industry and opportunities for Geelong in this space given our wool/ textiles history and local knowledge and innovation in advanced manufacturing.

5. Opportunity for Geelong to enhance the integration of our strong wool and textiles history into the fabric of our City into the future.

6. Opportunity for City of Greater Geelong to co-host the international AGM with other Victorian Cities of Design in 2027.

REVIEW REPORT

The ‘Impact of the UNESCO Creative Cities Network at Local, National & International Level’ was released at the 2024 UNESCO Creative Cities AGM.

A copy of the report can be viewed here .

2.9. Amendment C432ggee South Geelong Urban Design Framework - Consideration of Submissions

Source: **Placemaking**
Executive Director: **Tennille Bradley**

Purpose

1. To consider submissions to Planning Scheme Amendment C432ggee and recommend all the submissions be referred to an Independent Planning Panel.

Background

2. The South Geelong Urban Design Framework (UDF) was driven and supported by the City's Settlement Strategy, gazetted in May 2021, the future redevelopment of Barwon Water's redundant 1.2-hectare depot site opposite the South Geelong train station and the State Government's Geelong Railway Line upgrade and station redevelopment.

3. The State Government's Housing Statement and draft Plan for Victoria housing targets will also require more "infill" housing in established suburbs close to existing infrastructure and transport.

4. The location of South Geelong in the context of the railway station, Central Geelong and Belmont shopping centres, Kardinia Park and the Barwon River environs make it one of Geelong's most desirable and easily accessible suburbs for infill housing.

5. On 27 September 2022, Council adopted the South Geelong Urban Design Framework (UDF) and resolved to prepare and exhibit Amendment C432ggee to implement the UDF.

6. The amendment extends the South Geelong Increased Housing Diversity Area to 800m around the South Geelong Station, excluding places of heritage significance, and rezones land identified as 'substantial change' to the Residential Growth Zone (RGZ). New 'Key Development Areas'; Moorabool Street and The Station Precinct, are proposed to be rezoned to the Mixed Use Zone (MUZ) together with the application of Design and Development Overlays (DDO) to control built form.

7. The amendment extends the Heritage Overlay (HO) to include an additional 193 properties in the City South Heritage Area (HO1641) and applies the HO to three properties nominated for individual significance. The Public Acquisition Overlay (PAO) and Environmental Audit Overlay (EAO) are applied to selected properties.

8. A draft Section 173 Agreement was prepared between Council and Barwon Water to facilitate improvements to South Geelong Station Precinct public realm and the deviation of Carr Street.

9. Public exhibition commenced on 5 April 2024 and closed on 13 May 2024.

Key Matters

10. A total of 51 submissions were received to the exhibited amendment. Of the 51 submissions, 17 were accepting, 32 objected or requested changes to the amendment and 2 provided comments only.

11. The key issues raised include the proposed PAO on properties adjacent to Lamb Place to facilitate the widening of Lamb Place by 2 metres, proposed HO controls, the rezoning of land to the RGZ, and the desired built-form outcomes informed by the DDO's for both Key Development Areas. Other submitters requested a review of the UDF and proposed new planning policy.

12. Council officers have considered the submissions and recommend some changes to the DDO's, Residential Growth Zone Schedule 4 and local policy as outlined in this report. Council officers accept the request to remove property 262 Bellarine Street from the proposed HO. Requests to remove the PAO or change the proposed zone controls are not supported.

13. Homes Victoria's submission requested property 263 Yarra Street be rezoned to the RGZ. Council officers consider this request acceptable and recommend applying the RGZ to 263 Yarra Street.

14. The Department of Transport (DTP) made a late submission to the amendment with comments only. Most of the comments were requesting a change to the UDF and have been noted. Council officers recommend making minor changes to the DDO's and planning policy based on DTP submission and will mark up changes prior to a panel hearing. A full summary of DTP's submission and council officer response can be viewed at Attachment 3 to this report.

15. The amendment is considered a balanced approach to development in South Geelong that will help to achieve not only the City's housing needs but expectations the community has for how they want their suburb to develop.

16. It is recommended that all submissions be referred to an Independent Panel appointed by the Minister for Planning.

RESOLUTION – Item 2.9

Cr Mason moved, Cr Hathway Seconded -

That Council:

1. **Having considered all submissions to Amendment C432ggee to the Greater Geelong Planning Scheme resolves to:**

   1.1. **Request the Minister for Planning appoint an Independent Panel under Part 8 of the Planning and Environment Act 1987;**

   1.2. **Refer all submissions to the Panel; and**

   1.3. **Submit to the Panel its response to the submissions generally as outlined in this report.**

Carried

Financial Sustainability

14. The amendment will not have any significant financial implications to Council except for the usual costs associated with the planning scheme amendment process including Panel hearing fees and the cost of engaging expert witnesses.

15. The PAO is proposed to be applied to properties fronting Moorabool Street adjacent to Lamb Place to facilitate the widening of the street. Two metres of land would be acquired by Council over time as properties are redeveloped. Costs to acquire land would be based on land values at the time of redevelopment.

Community Engagement

16. Consultation has been undertaken during the preparation of the UDF to understand the views of the community and directly affected landowners. The associated feedback has been considered in the preparation of the amendment.

17. Exhibition and notice of the amendment were conducted in accordance with the *Planning and Environment Act 1987*.

18. Notice was sent to 2508 owners and occupiers either directly impacted by the amendment or as nearby residents.

19. A statutory notice was published in the local newspaper and the Victorian Government Gazette. A media article was published in the Geelong Times and all relevant information provided on the C432ggee webpage on Council's website. A hard copy folder was also placed at Councils customer services desk.

20. Prescribed Ministers, relevant authorities and government agencies were notified.

Social Equity and Sustainability

21. The amendment provides for increased housing diversity near public transport and community services.

22. Local policy encourages affordable and social housing contributions in Key Development Areas consistent with the Council's Social Housing Plan 2020-2042 and State Government policy.

Relevant Law/Policy/Legal Implications

23. Council's 2020 Settlement Strategy outlines the need to provide infill housing opportunities to support population growth. The Settlement Strategy recommended the preparation of the UDF which included an Increased Housing Diversity Area (IHDA) review, and nomination as possible Key Development Areas.

24. Victoria Housing Statement 2024-34 recognises housing as one of the nation's biggest challenges and provides a long-term housing plan directing more housing in established suburbs close to existing infrastructure and transport.

Alignment to Community Plan and Vision

25. This report aligns with Our Community Plan 2021-2025 strategic priority Sustainable growth and environment by:
    - Meeting the housing needs of our future community.
    - Creating engaging places and spaces.

- Delivering best-practice Environmentally Sustainable Design principles and vibrant neighbourhoods.
- Supporting our community and region to reduce emissions and build resilience to climate change.

26. 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 through the renewal of underutilised urban areas and buildings.

Conflict of Interest

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

Risk Assessment

28. The UDF reviews the Increased Housing Diversity Area and aims to increase housing densities in well-serviced, appropriate locations. Failure to implement these recommendations may lead to increased pressure on outer growth areas, which lack sufficient infrastructure, and could negatively impact Geelong’s environment and biodiversity.

Environmental Sustainability

29. The amendment has a positive environmental impact by directing development within close proximity to public transport and provides for best practice environmentally sustainable design. The amendment appropriately manages negative environmental effects through the application of an Environmental Audit Overlay on potentially contaminated sites.

Attachments

1. Consideration of Submissions (30 July 24) C 432 ggee [**2.9.1** - 23 pages]
2. Attachment 2 - Summary of Submissions Redacted C 432 ggee [**2.9.2** - 13 pages]
3. Submitter No. 13 DTP (30 July 24) [**2.9.3** - 6 pages]

ATTACHMENT 1. – Consideration of Submissions C432ggee

BACKGROUND

1. The South Geelong Urban Design Framework (UDF) was driven and supported by The City's Settlement Strategy, gazetted in May 2021, the future redevelopment of Barwon Water's redundant 1.2 hectare depot site and the State Governments commitment to the Geelong Line upgrade.

2. More recently, the State Government released Victoria's Housing Statement, a long-term housing plan directing more housing in established suburbs close to existing infrastructure and transport.

3. The location of South Geelong in the context of the station, Central Geelong and Belmont sub-regional shopping centres, Kardinia Park and the Barwon River environs make it one of Geelong's most desirable and easily accessible suburbs.

4. Amendment C432ggee implements the UDF into the Greater Geelong Planning Scheme by introducing new planning policy, rezoning land to new residential zone schedules and the Mixed Use Zone and applying the Design and Development Overlay, Heritage Overlay, Public Acquisition Overlay and Environmental Audit Overlay to nominated properties.

5. Increased densities will occur within Key Development Areas, including Moorabool Street, and the Station Hub and substantial change areas, whilst neighbourhood character and heritage values will be protected in identified incremental and minimal change areas.

6. The amendment applies to all land in the UDF study area and is shown in Figure 1 below.

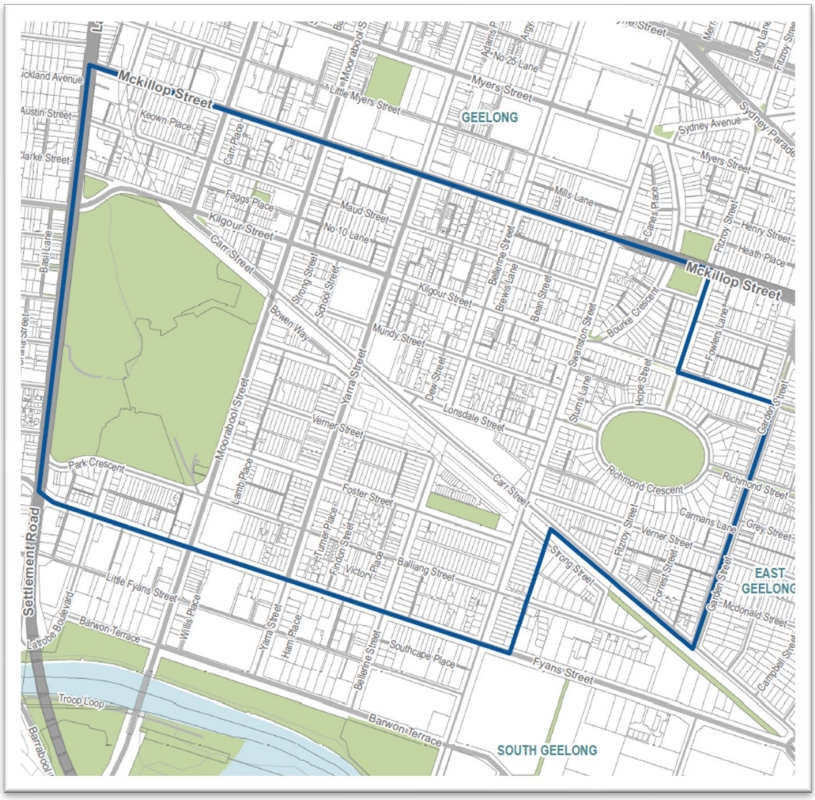


Figure 1: Map of South Geelong Urban Design Framework study area

7. On 27 September 2022 Council resolved to support the preparation and exhibition of the amendment. The Council Report and resolution can be viewed here.

PROPOESED PLANNING SCHEME CHANGES

8. The amendment proposes to change the Greater Geelong Planning Scheme by:

   a) Rezoning land at 40-44 Lonsdale Street and along Moorabool Street identified as 'Key Development Areas' to the Mixed Use Zone (MUZ).

   b) Rezoning land identified as 'Substantial Change Area' to Residential Growth Zone Schedule 4 (RGZ4).

   c) Rezoning land identified as 'Incremental and Minimal Change Area' to General Residential Zone Schedule 5 (GRZ5).

   d) Applying the Heritage Overlay to an additional 193 properties in the City South Heritage Area, to three individual properties with local significance and removing it from properties that lack any defining heritage attributes or have the heritage overlay applied incorrectly.

   e) Applying the Public Acquisition Overlay (PAO4) to the rear of the properties fronting Moorabool Street to facilitate the widening of Lamb Place to cater for deliveries and vehicle parking and movement.

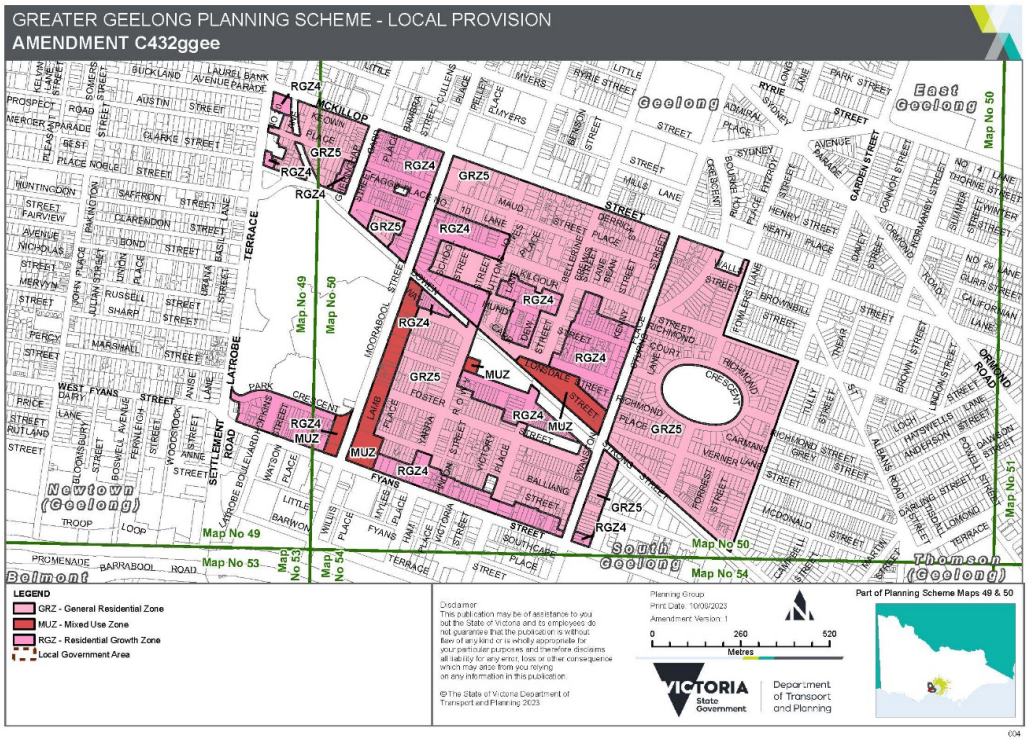
   f) Applying a Design and Development Overlay (DDO50 and DDO54) to the 'Key Development Areas' to control built form outcomes.

   g) Applying the Environmental Audit Overlay to potentially contaminated land along Moorabool Street and 40-44 Lonsdale Street.

   h) Inserting local policy at Clause 11.03 and Clause 16.01 to implement objectives and strategies for South Geelong's Key Development Areas and to facilitate the delivery of Social and Affordable Housing.

   i) Amending Clause 72 to list the Statements of Significance for Kelvendon, Penlea and Kardinia Villa as incorporated documents and the South Geelong Urban Design Framework, September 2022 as a background document.

9. Before requesting authorisation for the amendment, council officers sought the views of the Environment Protection Authority (EPA) as required by Ministerial Direction No. 19, Rail Projects Victoria, Barwon Water, and the Department of Transport and Planning (DTP).


GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C432ggee
Geelong
East Geelong
Newtown (Geelong)
South Geelong
Belmont
Thomson (Geelong)
Map No 49
Map No 50
Map No 51
Map No 53
Map No 54
LEGEND
GRZ - General Residential Zone
MUZ - Mixed Use Zone
RGZ - Residential Growth Zone
Local Government Area
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Planning Group
Print Date: 10/09/2023
Amendment Version: 1
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VICTORIA State Government
Department of Transport and Planning
Part of Planning Scheme Maps 49 & 50
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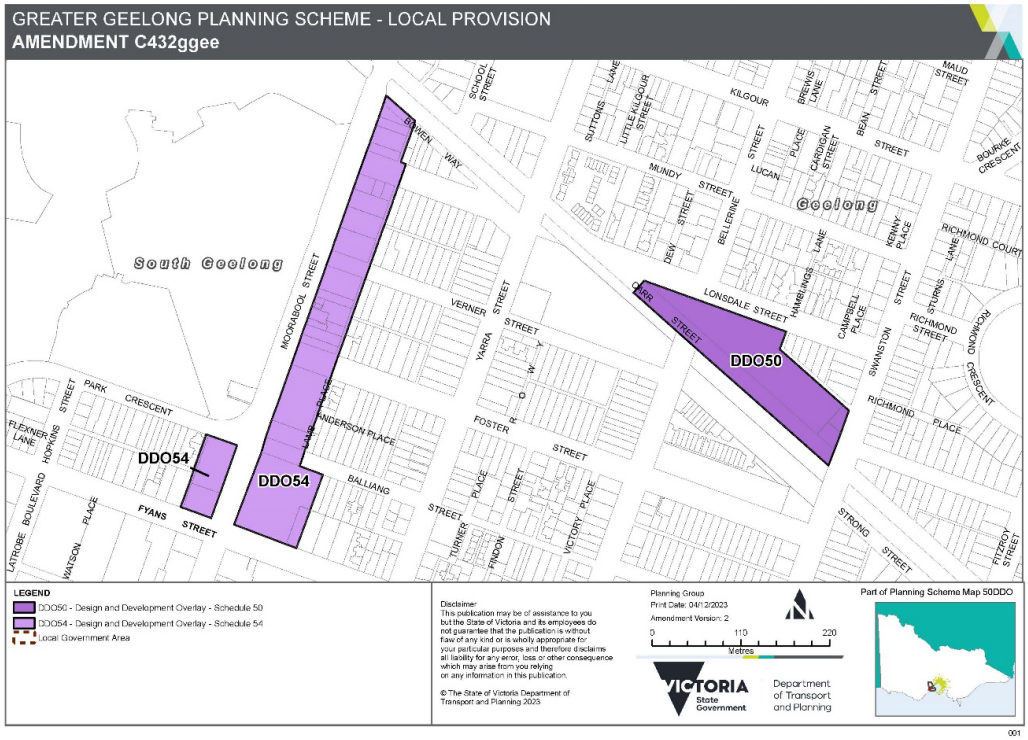

GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C432ggee
South Geelong
Geelong
DDO50
DDO54
DDO54
LEGEND
DDO50 - Design and Development Overlay - Schedule 50
DDO54 - Design and Development Overlay - Schedule 54
Local Government Area
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Planning Group
Print Date: 04/12/2023
Amendment Version: 2
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Department of Transport and Planning
Part of Planning Scheme Map 50DDO
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Figure 2: Amendment C432ggee Map changes

SECTION 173 AGREEMENTS

10. Barwon Water Corporation is the Owner of land at 40-44 Lonsdale Street, Key Development Area in the Amendment. Two Section 173 agreements were drafted prior to exhibition with only one being agreed on at this time.

Public Realm Works and Road Deviation Agreement

11. In order to facilitate the redevelopment of the site and provide for an improved public realm to the redeveloped Geelong South Station, Council and Barwon Region Water Corporation have drafted a Section 173 agreement that Barwon Region Water Corporation, subject to the approval of the Amendment, will at its own cost, as part of making the site ready for redevelopment by either Barwon Region Water Corporation or a 3rd party:

    - deviate Carr Street.
    - re-construct a portion of Lonsdale Street.
    - provide Public Realm Improvement Works.

    in accordance with the Public Realm Improvement Works Plan which was exhibited with the Amendment.

12. To facilitate this occurring, Council will transfer an equivalent size parcel of land, approximately 500m2, of the original Carr Street to Barwon Water Corporation in exchange for the new Carr Street Alignment.

13. Barwon Water are in general agreement with the public realm works and road deviation agreement.

Affordable Housing Agreement

14. An affordable housing agreement was drafted to provide at least 5% of the total number of dwellings that are constructed on the site as Affordable Housing Dwellings.

15. Barwon Water indicated that the transfer of dwellings to a registered housing association for zero consideration or a monetary equivalent contribution of equal value cannot be committed to. Rather, they seek to facilitate up to 20 percent of dwellings to be affordable but require State and/or Federal Government funding.

AUTHORISATION AND PUBLIC EXHIBITION

16. On 22 December 2023, Council requested Ministerial authorisation to exhibit Amendment C432ggee. The application was put on further review on 2 January 2024.

17. On 12 March 2024 under delegation from the Minister, Council was authorised to prepare and exhibit Amendment C432ggee subject to the following conditions:

    a) Remove the proposed Specific Control Overlay (SCO) and Social Housing Contribution incorporated document from the amendment. Relevant content of the incorporated document should be transferred to the proposed local policy at Clause 16.01-2L and any application requirements may be included in Design and Development Overlay (DDO) Schedule 54.

    b) Revise the following documents as per the advice previously provided by Department of Transport and Planning (DTP) officers:

    - Clause 11.03-6L-05.
    - Clause 16.01-1L-02.

- Clause 16.01-2L (including the transfer of any relevant strategies within the proposed Social Housing Contribution incorporated document).
- DDO Schedules 50 and 54 (including the transfer of any relevant application requirements within the proposed Social Housing Contribution incorporated document).

c) Revise the following documents as per the attached:

- Explanatory Report (including removal of references to the proposed SCO and Social Housing Contribution incorporated document).
- Instruction Sheet (including removal of references to the proposed SCO).

18. The amendment and supporting technical reports, draft section 173 agreement and incorporated documents were placed on exhibition from 11 April 2024 to 13 May 2024.
19. Notices were sent to 2508 directly affected landowners, residents and business owners. A statutory notice was published in the Times News Group and the Victorian Government Gazette. An informal notice appeared in the Times News Group in April.
20. Prescribed Ministers, relevant authorities and government agencies were notified.
21. The amendment documents and all supporting technical and planning reports were published on the City's C432ggee webpage. A hard copy folder was also placed at Council's customer services desk.

SUBMISSIONS

22. A total of 51 submissions were received to the exhibited amendment. Of the 51 submissions, 17 were accepting, 32 objected to the amendment and 2 provided comments only.

COMMON THEMES AND RESPONSES

Public Acquisition Overlay (PAO)

23. Of the 51 submissions, 6 objected to the application of a PAO for 2 metres of land adjacent to Lamb Place for the following reasons:

a) There is a lack of documentation or assessment explaining why 2m is needed.

b) Timing for a PAO has not been adequately considered.

c) The PAO combined with the setback requirement in DDO54 results in 4 metres of undevelopable land.

24. The following request was made by submitter no. 4.

a) Requests a framework for widening of the laneway to be developed that allows progressive development and widening to occur.

Council Officer Response

25. The PAO is to remain on the proposed properties adjacent to Lamb Place for the following reasons:

a) The 2m PAO will provide for the widening of Lamb Place from 3-4m to approx. 6m wide at the rear of Moorabool Street properties. A 6m wide laneway allows for dual vehicle

carriageway, safe vehicle manoeuvring, provides a sufficient turning radius and allows for waste and emergency vehicle access. The proposed DDO54 seeks to encourage access from all vehicles to Moorabool Street properties from Lamb Place. The revised City South Heritage Area Design Guidelines support the redevelopment to the rear properties, particularly where access is available from a rear laneway. It is anticipated that overtime, the volume of traffic using Lamb Place and the connected laneways will increase above 300 vehicle movements per day. A 6m wide access way is consistent with Clause 56.06 and provides opportunities to soften the interface to sensitive residential hinterland with landscaping.

b) The PAO will be acquired overtime as properties are redeveloped. There are currently properties that have buildings abutting Lamb Place that would need to be removed prior to Lamb Place being widened. It is not Council's intention to pursue the purchase of land associated with the PAO in one acquisition. This would result in several properties needing to be significantly altered or demolish buildings. It is anticipated it may take many years to achieve the widening of Lamb Place.

c) The 2 metre setback (in addition to the 2m PAO) as specified in DDO54 is required to establish a reasonable separation distance and transition in height between new development on Moorabool Street and the predominantly single storey dwellings to the east. DDO54 encourages a two storey building height adjacent to the laneway gradually increasing in height to 5 or 6 stories as the setback to the Lamb Places increases. The rear setback will help to limit overlooking into private open space, limit overshadowing and reduce the impact of visual bulk from new development when viewed from the established residential properties.

Heritage Overlay

26. Of the 51 submissions, 7 objected to the proposed or existing Heritage Overlay. The Heritage officer was consulted, and the following response provided in the table below. A detailed summary of each submission can be viewed at Attachment 2.

Council Officer Response

No.	Summary of submission	Officer Response
15	Raised concerns regarding a lack of Heritage on properties 65, 67, 69, 71, 73 and 83 Kilgour Street, 190 & 194 Yarra Street and 313 & 315 Moorabool Street.	These properties were all considered by the heritage assessors. The objective was not to include every historical house in South Geelong on the heritage overlay but conserve the outstanding streets of housing. Hence whilst 65-73 are a small cluster of reasonably fine Victorian period houses, the northern frontage of Kilgour St over the whole block is broken up by a number of unsympathetic modern housing that prevents the entire block being included as a contiguous addition to the South City Precinct. 194 Yarra is already on a heritage overlay (HO1201) whilst 190 has some value but suffers the same non-contiguous effect as above. These two properties are modest examples of Victorian and Interwar styles, but their streetscape contribution is diminished by the high brick wall, fence and screen plantings, which also indicates that future residential use may be unsustainable due to traffic and the associated noise. The South City Precinct comprises quieter backstreets whilst this section of Moorabool will face pressure in future to be a more active, noisy, redevelopment zone in future.
18	**25 Foster Street** Opposes the proposed heritage	25 Foster St is a reasonably intact Victorian period dwelling that contributes to the heritage streetscapes of the South City Precinct.

	overlay for the following reasons: • The house has many years of different substrates piled on top of one another. • The house would not satisfy basic living standards and requires major renovations to make this property a habitable place.	The problems cited can all be rectified through maintenance repairs as typically required for houses of such an age irrespective of heritage standing, with upgrades such as the replacement of services, glazing/windows and cementitious plaster linings, installation of insulation, etc, permissible for heritage overlay places. The key constraint of an overlay is that demolition and replacement would not be supported.
20	**74 Balliang Street** Opposes proposed Heritage Overlay for the following reason: • Due to the discouraged use of bare zincalume	74 Balliang is a reasonably intact Interwar period dwelling that makes a contribution to the heritage streetscapes of the South City Precinct. Nationwide, many LGAs prohibit the use of bare Zincalume on walls or roofs in all residential areas due to its reflectivity. Zincalume is not supported on heritage buildings (nationwide) as a replacement for the traditional bare galvanised steel as bare galvanising is darker and duller than Zincalume, thus it is not considered directly comparable. Where Zincalume is desired for longevity in a coastal heritage area, painted or Colourbond finishes in a grey to match a galvanised finish or a colour to match a previous colour scheme on the property, are generally permissible.
30	**126 Swanston Street** Requests for existing Heritage Overlay to be assessed and removed due to the following reasons: • Conflict Between Zoning and Heritage: The property is of local significance, (HO1166) and is proposed to be zoned Residential Growth Zone. They argue that having both a heritage overlay, and a residential growth zone is overly restrictive and limits their ability to fully utilise their property. • House is in a state of disrepair, and much of its heritage character has been lost, diminishing its historical significance. Specifically, it no longer pairs with 128 Swanston St, which was the original reason for its listing as locally significant. • There are many other examples of the classic Geelong federation homes that are in better condition and that will remain as general residential rather than being amended to the residential growth zone.	126 Swanston Street is proposed to be rezoned to the Residential Growth Zone and is an individual heritage overlay not contiguous with either the existing or proposed South City Precinct, nor is it effected by proposed heritage overlay changes. It is a particularly fine Federation period dwelling that would warrant an overlay even if not paired with 128; whilst it is still possible to observe the similarities between 126 and 128, the differences being minor. Disrepair can all be rectified through maintenance repairs as typically required for houses of such an age irrespective of heritage standing, with upgrades such as the replacement of services, glazing/windows and cementitious plaster linings, installation of insulation, etc, permissible for heritage overlay places. While efforts are made to minimise any direct conflicts between the purpose of the zone and the overlay this is not always the best approach. Given the properties isolation from any other heritage precincts it would not be best practice to remove 126 Swanston Street from the proposed Residential Growth Zone based on its heritage significance.
39	**6 School Street** Opposes the proposed Heritage Overlay: • It is counterintuitive to the urban location.	6 School St is a particularly fine and intact Interwar period dwelling that makes a contribution to the heritage streetscapes of the South City Precinct, and more importantly, along with the other dwellings along School St is an important component of the streetscape setting of the historical South Geelong Primary.

		Both the Precinct streetscape and school setting are components of the South Geelong area highly-valued by the resident community, thus this is one of the most special and development-sensitive areas in South Geelong that needs to be protected.
40	**262 Bellerine Street** Opposes the Heritage Overlay based on the following reason: • 262 Bellerine was demolished and built in 2004/2005.	Review of files confirms 262 Bellerine was built c2004 following demolition of the original dwelling. The new build is a recreation of a Victorian period dwelling, that complements the streetscapes of the South City Precinct. However, as a rebuild it is of no heritage value itself and being the last house on the proposed precinct boundary adjoining a likely redevelopment area adjoining the station, its removal from the proposed precinct addition is supported. The adjoining 264 Bellerine on the corner should be retained so as to preserve the Foster St streetscape.
52	**2 School Street** Opposes the proposed Heritage Overlay for the following reason: • The house being transported to the area via truck and an extension added to the property	2 School St is a reasonably intact Interwar period dwelling that makes a contribution to the heritage streetscapes of the South City Precinct, and more importantly, along with the other dwellings along School St is an important component of the streetscape setting of the historical South Geelong Primary. Both the Precinct streetscape and school setting are components of the South Geelong area highly-valued by the resident community, thus this is one of the most special and development-sensitive areas in South Geelong that needs to be protected. A preliminary file search has been unable to corroborate if and when the building was relocated. Relocation has the potential to add to the history of the place. Irrespective of whether 2 School St has been relocated, the dwelling still contributes to the streetscape and school setting.

27. The following changes to the amendment are recommended:

    a) It is recommended that 262 Bellerine Street be removed from the proposed Heritage Overlay and rezoned Residential Growth Zone Schedule 4.

Zone Controls

Rezoning of land to General Residential Zone (GRZ)

28. Of the 51 submissions, Submitter No. 7 (99 Swanston Street) and Submitter No. 28 (935 Foster Street) objected to being rezoned to the General Residential Zone and requested to be rezoned Neighbourhood Residential Zone for the following reasons:

    a) Impact the GRZ will have on the heritage, landscape, and environmental character of the existing neighbourhood.

    b) NRZ recognises areas of predominantly single and double storey residential development.

    c) The NRZ will manage and ensure that development respects the identified neighbourhood character, heritage, environmental and landscape characteristics.

29. Submitter No. 39 (6 School Street) opposes the rezoning of their land to General Residential Zone Schedule 5 from General Residential Zone Schedule 4 on the basis that the location is

in an inner urban local, with great access to facilities, infrastructure and transport and therefore lends itself to urban growth.

Council Officer Response

30. The UDF outlines the changes to residential zones and is informed by The Capacity and Change Area review and The South Geelong Heritage Study Review. This report investigated the development capacity of the South Geelong study area to accommodate additional housing. It is a desktop analysis which established nine neighbourhood areas based on key attributes such as lot size, building area, setbacks, vegetation, building age/style, heritage etc and a housing capacity assessment which considered the likelihood and ability of an area to accommodate change.

31. The Capacity and Change Area Review identified six neighbourhood areas as being of minimal change. Of the six neighbourhoods, only one neighbourhood (Neighbourhood Area 9 - Swanston and Kilgour Street Cluster) is considered as no change.

32. Submitter No. 7 and No. 28 – Both properties are in the 'Minimal Change Area' owing to their strong distinctive attributes predominantly due to intact heritage dwellings, it does not eliminate potential for redevelopment as seen occurring currently. It should be noted that minimal change in this instance is not considered as equivalent to no change. It is this reason why the 'Incremental' and 'Minimal Change Areas' are proposed to be rezoned GRZ. The use of this zone will balance the need to support housing growth around the South Geelong Train station while still protecting heritage character.

33. Submitter No. 6 – 6 School Street is identified as being in the 'Substantial Change Area' and has heritage Significance. The 'Substantial Change Area' was characterised as having a low degree of neighbourhood character significance, and a substantial degree of change is expected. There are some properties identified as having heritage significance within the substantial change areas. The underlying zone should be compatible with the conservation of existing buildings and any direct conflicts between the purpose of the zone and the overlay should be minimised. Properties in the City South Heritage Area HO1641 identified as substantial change are proposed to be rezoned to GRZ instead of RGZ.

Rezoning of land to Residential Growth Zone Schedule 4 (RGZ4)

34. Of the 51 submissions, 13 expressed concerns or objected to the rezoning of land to the Residential Growth Zone Schedule 4 (RGZ4) for the following reasons:

    a) Potential for overshadowing and overlooking on neighbouring properties. Residents concerned about a loss of privacy and loss of productive gardens for food production.

    b) Potential increases in crime rates with a change in demographic.

    c) Negative impacts to the landscape and environment of the area in particular the loss of green space.

    d) Negative impacts to property values.

    e) Increased levels of traffic and limited car parking.

    f) Impact on amenity and neighbourhood character of the area.

    g) Impact on the existing infrastructure.

    h) Impact on surrounding heritage.

35. Submitter No. 49 requested the following changes to RGZ4:

    a) RGZ that has an interface with GRZ5 is required to have a rear and side setback of 5 m.

b) All future development takes into consideration the interface with the heritage values of the surrounding properties.

c) Discourages the use of the rear lanes as primary access in Verner Street.

36. Submitter No. 22 (Homes Victoria) requested 263 Yarra Street be rezoned to the RGZ for the following reason:

a) The site enjoys a frontage to Yarra Street and Balliang Street, as well as a third street frontage to Turner Place. Its south boundary is shared with land proposed to be in the RGZ and land opposite is also proposed to be in the same zone. Given the lack of sensitive interfaces it is respectfully submitted the land be considered for inclusion within the RGZ, without requiring re-exhibition. This would provide greater opportunities for the site, which is appropriate for its location and context.

37. Submitter No. 45 requested the following changes to the Amendment in relation to the RGZ:

a) The RGZ be applied to all the substantial change area.

b) Amend the schedule to allow the maximum building height to be varied where relevant decision guidelines are met.

c) Decision guidelines amended to support the delivery of positive outcomes such as the provision of affordable or social housing or exceptional public realm, environmental or social outcomes.

Council Officer Response

Overshadowing and overlooking

38. Overlooking and overshadowing can be mitigated through the design of a building and will be managed through the planning permit process in accordance with Clause 55.04-5 (Overshadowing open space objective), Clause 55.04-6 (Overlooking Objective), and Clause 58.04 of the Planning Scheme when design details are known.

Crime

39. The UDF supports good urban design that considers Crime Prevention Through Environmental Design Guidelines (CPTED).

40. Clause 15.01 (Planning Policy) and Clauses 55 and 56 (Rescode) of the Geelong Planning Scheme require Council to consider safe building design and layout when considering multi dwelling applications.

41. There is no evidence that has been presented to Council that would indicate that increasing the number of dwellings in South Geelong will result in increased crime rates.

Neighbourhood Character

42. Existing planning policy at Clause 11.02 and Clause 16.01 supports South Geelong's evolution into an area of increased density due to its strategic location near the South Geelong Station, Central Geelong, and Belmont sub-regional shopping centre.

43. Council undertook a Capacity and Change Areas review to identify significant features within the study area relating to lot width, architectural styles and capacity for the area to accommodate development. Three change areas were identified; substantial, incremental and minimal where ‘Substantial Change Areas’ result in a substantially different scale and intensity of housing compared to other areas of a municipality.

44. The amendment directs significant housing change to Key Development Areas and the increased housing diversity area. The planning provisions guided by the UDF will ensure that change responds to the existing urban character. For example, Schedule 4 to the Residential Growth Zone directs development to respond to the surrounding built form and

character while the front setbacks would allow for the provision of a canopy tree complementing the existing character.

45. The planning response is tailored to each identified area, enabling increased density while preserving neighbourhood character. The change is anticipated to be incremental, as not all properties will be able to achieve maximum development due to constraints such as size and orientation. This approach means that the neighbourhood character will likely include a mixture of existing and new built forms, and it will be reviewed periodically to ensure that it continues to align with the community's vision for the area.

Environment and loss of green space.

46. Council officers do not agree that the amendment will negatively impact on the environment for the following reasons.

    a) There are several council strategies that guide planning and decision making that strive for an improved local environment and greener spaces.

       The Urban Forest Strategy sets a target of improving Geelong's tree canopy cover from 14 to 15% over a thirty year period.

       The Environmental Strategy adopted by Council on 8 September 2020 defines five key goals to guide our planning and decision making;

       - Become a zero-emission, climate-ready city and region.
       - Create greener community spaces.
       - Contribute to a circular economy by reducing waste.
       - Protect, enhance and restore our region's biodiversity.
       - Achieve better integrate water management through planning and design.

    b) The vision for the South Geelong UDF includes increased green spaces and improved open space areas.

    c) The amendment considers the UDF vision and supporting strategies and provides the following drafted provisions:

       - Clause 11.03-6L-05 objective to create green streets and public spaces.
       - Schedule 5 to Clause 32.08 (GRZ) promotes a preferred neighbourhood character where the design and siting of new dwellings provides generous landscaping through the retention of existing canopy trees and requires landscaping to provide one canopy tree per dwelling.
       - Schedule 4 to Clause 32.07 (RGZ) design objective is to minimise the loss of canopy trees and requires the development to provide 1 canopy tree in the front setback.
       - Additional to the new provisions, existing planning provisions at Clause 15.01-5L protects areas with significant garden character.

    d) The Residential Growth Zone Schedule 4 (RGZ4) specifies that a development should provide 1 canopy tree in the front setback. It also specifies that the minimum street setback should be in accordance with Standard A3 or B6 or 3m, whichever is the lesser. It is recommended that the minimum street setback be amended to require a minimum of 3m in the instance that the Standard A3 or B6 is lesser to ensure sufficient room for the planting of 1 canopy tree.

    e) Permit applications would have to provide detailed landscape plans which achieve an effective garden setting with shade trees and responds to the existing garden character of the area.

Property Value

47. Property value is outside the scope of the *Planning and Environment Act 1987* and the Victoria Planning Provisions, and its therefore not relevant to the amendment.

Traffic and Parking

48. Of the 51 submission, 10 submitters raised concerns with either increased levels of traffic or a lack of carparking.

49. A Traffic Impact Assessment was not conducted for the study area for the following reasons:

    a) There were significant changes occurring along the railway line as part of duplication works, this involved road closures, creating one-way streets, separated rail/road. At the time Rail Projects Victoria and DTP had advised they had not prepared their own Traffic Impact Assessment to understand what implications these changes may result in. This made it extremely difficult for Council to undertake its own Traffic Impact Assessment.

    b) Much of the work undertaken for the UDF occurred during Covid when traffic counts were low and would not reflect the regular conditions.

    c) The UDF is a long-term vision for the area, it is expected that redevelopment of Moorabool Street and the balance of the UDF area will happen over time. The need for traffic mitigation and parking changes will continue to be assessed as development progressors with changes being made on an as needed basis.

50. Car parking would be considered with a permit application proposing additional dwellings in the study area and would be appropriately managed through Clause 52.06 (Car parking) of the Planning Scheme. Should car parking become an issue in the future, the City may consider a Parking Overlay or other measures such as parking restrictions and resident parking permits.

Existing Infrastructure

51. Of the 51 submissions, 5 submitters raised concerns regarding the impact of higher densities on existing infrastructure. The infrastructure of primary concern included:

    a) Healthcare infrastructure.

    b) South Geelong Primary School.

    c) Utility services.

52. Submitter No. 42, (South Geelong Primary School) objected to the amendment and increased levels of housing around the school for reasons including increased traffic and safety concerns, challenges with parking, overlooking and privacy, strain on the school to service the community.

53. Council officers met with the principal and school council representative on 28 May 2024 to discuss their concerns. Many of the issues raised with traffic were current issues and the school was forwarded onto Traffic Engineering within the City of Greater Geelong.

54. The change is anticipated to be incremental, as not all properties will be able to achieve maximum development due to constraints such as size and orientation. Education facilities are considered under the Councils Social Infrastructure Strategy which is being reviewed in the next 12 months, however, it is not in the scope of this Amendment to consider supply and demand of State Government educational facilities.

55. The Planning Scheme requires future planning permits for development to consider the impact that a proposed development will have on existing infrastructure, utility services and community facilities. Utility and service providers would have the opportunity to require any development incorporate additional measures to address impacts through the planning permit process.

Surrounding Heritage

56. The impact on surrounding heritage is mitigated through local policy at Clause 16.01-1L-02 and proposed policy at Clause 11.03-6L-05. Development in the area is likely to be incremental and needs to respect identified neighbourhood character and heritage values.

57. Submitter No. 27 raised concerns regarding inadequate protection for existing HO given the proposed inclusion to the RGZ. While efforts are made to minimise any direct conflicts between the purpose of the zone and the overlay this is not always the best approach. Given the properties isolation from any other heritage precincts it would not be best practice to remove 75 Fyans Street from the proposed RGZ based on its heritage significance.

Three Submitters submitted requests to change the RGZ4.

Submitter No. 49

58. Council officers do not agree with the request to change the variation requirements to RGZ4 for the following reasons:

    a) Side and rear setback requirements are set out in the relevant standard of Clause 54 or Clause 55 and are calculated at 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. Where a new development has a building height of 13.5m, the rear and side setback requirement under clause 54 and 55 is 8.6m. The current planning provisions ensure adequate separation between dwellings and small second dwellings on adjacent lots, particularly above ground floor level.

    b) The amendment proposes to include local policy for South Geelong in Clause 11.03-6L-05. A key objective is “to promote diverse, high-quality, sustainable urban environments whilst respecting identified neighbourhood character and heritage values.” Additionally, properties proposed to be rezoned to the RGZ are also included in the IHDA. Clause 16.01-1L-02 objective is to maintain streetscape character in heritage areas and provides heritage strategies directing development adjacent to heritage places to respect and be sympathetic to the significance of the place.

    c) The City of Greater Geelong commissioned a heritage character study of the South Geelong study area to inform the South Geelong UDF. A general overview of the area revealed where there are rear lanes, most garages are located at the rear with access from these lanes adding to the significance of the area. Additionally, the City South Heritage Area Heritage Design Guidelines encourages vehicle access to be off service lanes and minor streets when these are available.

Submitter No. 39 (Homes Victoria) - 263 Yarra Street

59. Council officers agree with the request to rezone 263 Yarra Street to the RGZ4 for the following reasons:

    a) 263 Yarra Street is in the City South Heritage Area Heritage Overlay (HO1641) and is non-contributory. The site is approx. 1000m2 in size and has three street frontages. The property to the south and across Yarra Street to the west are included in the IHDA and proposed to be rezoned RGZ.

    b) While the IHDA was revised to not include properties in the Heritage Overlay, the heritage significance is non-contributory and the site is bordered by RGZ. This would provide a great opportunity to increase social and affordable housing in a well located and provide a net community benefit.

Submitter No. 45

60. Council officers do not agree with the request to apply RGZ to all the substantial change areas, or to amend the schedule to allow the maximum building height for the following reasons:

a) There are properties within the Substantial Change Area that have been identified as having heritage significance. The underlying zoning should therefore be compatible with the conservation of these existing buildings. To minimise any direct conflicts between the purpose of the zone and the heritage overlay, it is proposed that properties in the City South Heritage Area (HO1641) identified as substantial change be rezoned to General Residential Zone instead of Residential Growth Zone.

b) No maximum building height is specified in Schedule 4 to the Residential Growth Zone so the building height should not exceed 13.5 metres and is not a mandatory control.

c) Council officers do not have a position on the request to include a decision guideline to support the delivery of positive outcomes such as the provision of affordable or social housing or exceptional public realm, environmental or social outcomes.

61. The following changes to the amendment are recommended:

a) 263 Yarra Street be rezoned Residential Growth Zone Schedule 4.

b) Residential Growth Zone Schedule 4 be amended to require a minimum street setback of 3m.

Design and Development Overlay Schedule 50 (DDO50)

62. Of the 51 submission, 1 submitter requested changes to the Design and Development Overlay Schedule 50 (Barwon Water Site).

63. Submitter no. 3 (Barwon Water) noted that there is a lack of overshadowing or overshadowing potential, especially on Carr Street and that there is no technical justification for nominated preferred max building heights, street wall heights or setbacks.

Council Officer Response

64. A summary of the requested changes by Barwon Water (in red) and council officer response can be viewed in the table below.

DDO50 Section	Requested Change	Council Officer Response
Design Objectives	To develop an ~~ecologically sustainable~~, environmentally responsible, transit-oriented precinct that ~~incorporates best practice environmental management.~~ maximises site yield to increase the supply of housing in Geelong.	Disagree. Maximising site yield is not considered to be an appropriate Design Objective.
Buildings and Works	Support the development of a second pedestrian link over the railway line, if feasible. ~~over the railway line along the Bellerine/Carr Street alignment generally in accordance with Map 3 to this schedule.~~	Partially agree. Propose wording as follows: Support the development of a second pedestrian link over the railway line, if feasible, generally in accordance with Map 3 to this schedule~~.~~
	Development should ~~not exceed the~~ generally be in accordance with preferred maximum building heights as shown in Table 1 and Map 2 to this schedule.	Disagree. The language is consistent with the Central Geelong ACZ1 schedule. for discretionary heights as well as other DDOs of similar order located in inner Melbourne.
	Development should meet the following minimum floor to floor dimensions: 4 metres at ground level 3.2 - 3.5 metres for residential and non-residential uses in the levels above. Relocate under subheading Building Design	Agreed.

Table 1	No change recommended. Refer to submission letter.	Building heights, street wall heights, above street wall heights and setbacks are all discretionary.
Building Separation	Development should provide a minimum of 9 metres distance between towers above the preferred maximum street wall height ~~of 11 metres~~.	Disagree. This provides no change and less clarity.
Building Design	~~Establish a low scale podium and reduce the visual prominence of the upper levels with setbacks as indicated in Table 1 and Figure 1, 2 and 4 for Parcel A and B.~~	Disagree. The street wall heights are discretionary. Establishing a low scale podium will be reflective of the existing and future surrounding residential development.
	Mitigate the impact of visual bulk with ~~well-articulated facades that include variation in forms, materials, openings, and recesses and building separation in upper levels.~~ smaller footprint and unique buildings.	Disagree. The reference to smaller footprints and unique buildings is too vague and does not provide enough determining factors to consider variations to preferred outcomes.
	Create visual interest in upper levels through the provision of balconies, eaves, terraces, and verandas that ~~are visually recessed from adjoining streets and laneways but~~ ensures passive surveillance of the public realm.	Disagree.
	Introduce midblock pedestrian links connecting Lonsdale Street to Carr Street ~~as indicated in Map 3~~.	Disagree. Pedestrian links are indicative. Map 3 provides direction to the desired location for the pedestrian link.
Wind and weather protection	Requested that these requirements apply to buildings 18m or taller.	Disagree. Weather protection is a requirement irrespective of height.
Access, Parking and Loading Areas	Minimise the impact of vehicle access and car parking on the public realm by: • Incorporating streetscapes and building interfaces that encourage movement by means other than private car. • Consolidating vehicular entries ~~and locate vehicle access at the rear of buildings generally in accordance with Map 3 (Parcel A via Bellerine Street, and Parcel B and C via future shared street or existing laneway).~~ • Locating private car parking where it cannot be seen from the public realm. • Designing basement or carparking garage entrance to have minimal visual impact.	Partial agreement. Amend to read as follows: Minimise the impact of vehicle access and car parking on the public realm by: • Incorporating streetscapes and building interfaces that encourage movement by means other than private car. • Consolidating vehicular entries and locate vehicle access at the rear of buildings generally in accordance with Map 3. • Locating private car parking where it cannot be seen from the public realm. • Designing basement or carparking garage entrance to have minimal visual impact.
	Provide car parking within the basement, within a consolidated carpark suitable for future repurposing or conceal it from the public realm if located within the podium by sleeving with active uses.	Agreed.
Decision Guidelines	Whether the development appropriately responds to the design objectives and requirements ~~including building heights, street wall heights and setbacks~~ in this schedule.	Agreed.
	Whether the development incorporates ~~ecologically sustainable~~ environmentally responsible design practices	Disagree.
	Whether ~~car parking demand~~ transport and movement can be appropriately managed	Disagree.
	Whether the development achieves appropriate levels of residential yield and density and is not an underdevelopment of the site.	Disagree. *Yield is a function of density and not necessary to include the term 'yield' in this guideline.*

Design and Development Overlay Schedule 54 (DDO54)

65. Of the 51 submissions, 4 submitters requested changes to the Design and Development Overlay Schedule 54 (Moorabool Street).

66. Changes requested to DDO54 include:

    a) Removal of the proposed midblock future pedestrian links.

    b) Removal of the rear setback interface requirement.

    c) Changes to the maximum building heights, street wall heights and above street wall heights.

    d) Additional variation to preferred requirements.

Council Officer Response

67. Council officers do not agree to remove the proposed midblock pedestrian links, the rear setback interface requirement or to change the building heights, street wall heights or above street walls height. Additional variation to preferred requirements is supported and will be drafted for a panel hearing. A summary of the requested changes and officer response can be viewed in the table below.

Requested change	Officer Response
Future Pedestrian Links Submitter No. 4 requested the removal of proposed future pedestrian links.	Council officers recommend retaining the general requirement to create midblock pedestrian links for the following reasons: The proposed future pedestrian links will provide direct pedestrian connection from residential areas and South Geelong Station to Moorabool Street where appropriate and. is supported by the Building Form and Layout strategies for Moorabool Street in the South Geelong UDF. The proposed future pedestrian links are also supported by existing planning policy. Clause 18.02-1S aims to facilitate an efficient and safe walking network for local areas that link with key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions. Providing better opportunities for increased pedestrian, bicycle and transport links to Moorabool Street is strategically justified.
Rear Setback Requirement Submitter No. 4 requested the rear setback interface requirement be removed.	Council officers recommend retaining the 2 metre setback to boundaries adjoining laneways for the following reasons: The rear setback of 2 metres from the laneway extension is a discretionary requirement and is supported by the South Geelong UDF. It is to ensure development can provide improved landscaping within public spaces and streetscapes and to ensure an appropriate transition of building height and interface between Moorabool Street and residential properties to the east of Moorabool Street.
Building Heights, Street Wall Heights, and Above Street Wall Heights. Submitter No. 43 requested the preferred maximum building height be lowered to 5 storeys along Moorabool Street. Submitter No. 45 requested discretionary building heights, street wall heights and above street wall heights to ensure	Council officers do not recommend changing the building height, street wall heights and above street wall heights in DDO54 for the following reasons: The DDO54 building heights, street wall and above street wall heights are discretionary and reflect a number of conditions including the context, openness of Kardinia Park and surrounding residential areas. They are practical measures to limit amenity impacts and overshadowing to an acceptable level.

development respond to market demand and matters of development viability and recommends the second variation to preferred requirements decision guideline to be changed to remove the word *avoids*. Additional discretionary guidance should be provided in the DDO schedules which would enable positive outcomes to be sought in these locations in response to variations of preferred outcomes, such as the provision of affordable or social housing or exceptional public realm, environmental or social outcomes. Submitter No. 47 requested the preferred maximum building height be changed from 5 to 7 stories for 452-460 Moorabool Street for the following reason: • Given the location and favourable North/South orientation towards Kardinia Park, and no direct interface with residential properties, the building height would not adversely affect local amenity or the public realm, thereby better fulfilling the intentions of the UDF.	A general requirement for building height is for "Development to not exceed the preferred maximum building heights to this schedule". Council officers recommend updating the design objectives of DDO54 to read "preferred maximum building heights" to provide consistency with the general requirements. A variation to preferred requirements needs to consider "Whether a variation to a requirement avoids or minimises adverse off-site impacts such as visual bulk, overlooking and overshadowing to adjacent residential properties and the public realm." Council officers agree that additional variation to preferred requirements is supported by proposed Clause 16.01-2L (Social and Affordable Housing) and is recommended to be included in both DDO50 and DDO54 to allow flexible development options and to maximise benefits from the Key Development Areas.

Planning Policy

Clause 11.03-6L-05 South Geelong

68. Submitter No. 1 opposed the limitation of commercial uses to ground levels and the number of buildings used solely for commercial. Recommends supporting a reduction in, or shared car parking space for commercial uses.

69. Submitter No. 3 recommends creating a useable water sensitive public green space within the broad Lonsdale Street Road reserve rather than "support centre median car parking along Lonsdale and Bellerine Streets adjacent to the Station Hub".

70. Submitter No. 4 requests the headings *Public Domain, Street Network and Access* and *Movement Networks* are removed from Clause 11.03-6L-05 as planning policy needs to relate to matters that require planning approval and the strategies under those headings pertain to public realm upgrades that will be the responsibility of the Council or the State Government. The strategies to which Submitter 4 references are below.

Council Officer Response

71. Submitter No. 1 – Council officers do not agree to supporting a reduction in or shared car parking space for commercial uses for the following reason:

    a) The City has prepared a Retail Strategy that reviews current retailing trends, land use, and population growth, making recommendations for planning policy changes. The Retail Strategy identifies the Moorabool/Fyans Precinct in South Geelong as a dispersed restricted retail centre and does not support expanding this centre beyond its current commercial zone.

    b) Planning policy supports retail and other commercial development within identified activity centres such as nearby Central Geelong and Belmont. Ground floor commercial

uses will provide services for the local community and events occurring at Kardinia Park with employment and shopping experiences expected to occur within existing centres.

c) A key objective the South Geelong UDF is to support increase housing growth in an infill location, by limiting commercial development to ground floor locations along Moorabool Street, upper levels will be available for housing.

72. Submitter No. 3 – Council officers do not support a useable water sensitive public green space within the broad Lonsdale Street Road reserve rather than "support centre median car parking along Lonsdale and Bellerine Streets adjacent to the Station Hub" for the following reason:

a) Lonsdale Street is an important link between the Station Hub Precinct and Moorabool Street Precinct/ Kardinia Park. The South Geelong UDF identifies Lonsdale Street as an area to provide for retail, residential and commuter car parking demands while allowing for sections to include planted medians with large canopy trees.

73. Submitter No. 4 – The following responses have been provided against the strategies requested to be removed from Clause 11.03-6L-05. Where Council officers have agreed with the request to review planning policy, changes will be drafted prior to a panel hearing.

Policy requested to be removed	Council Response
Moorabool Street Strategies <u>Public Domain</u> 1. Ensure entrances and paths to public spaces are designed to cater for all people including those with mobility difficulties.	Disagree – This policy is relevant to the future midblock pedestrian links.
<u>Street Network and Access</u> 1. Discourage private vehicle use by designing streets for slow circulation speeds, giving priority to other modes at intersections and constraining provision of private vehicle parking. 2. Support the development of safe pedestrian and cyclists' crossings on Moorabool Street, particularly at Lonsdale and Foster Street intersections. 3. Support the widening of Lamb Place to allow for rear loading vehicle access to development sites.	Disagree - Strategy one and two expand on strategic direction in the MPS to – Prioritise active and public transport modes over private vehicle use and should remain. Strategy one uses negative terminology and repeats policy in the MPS and will be redrafted for the panel hearing. Disagree - The third strategy supports the Public Acquisition Overlay and should remain.
Station Hub Strategies <u>Movement networks</u> 1. Provide directional signage to clearly mark the start and finish of the Bellerine Rail Trail. 2. Support an upgrade to the Bellerine/Lonsdale Street intersection to improve pedestrian and vehicle safety. 3. Support improved pedestrian and bicycle connections through and to the station hub. 4. Support the development of a pedestrian bridge over the railway line, connecting Bellerine Street ensuring access at either side of the station hub.	Agree - Strategy one and five are not considered implementable by the planning scheme and should be removed. Agree - Strategy two has occurred so is no longer needed. Disagree - Strategy three and four provide additional guidance to Design and Development Overlay 50 and should remain.

5. Support the provision of a bus stop accommodating additional bus routes improving access to the South Geelong Station Hub and surrounding suburbs.	

Clause 16.01-1L-02 Increased Housing Diversity Areas (IHDA)

74. Submitter No. 4 asks Council to clarify why the IHDA no longer applies to the Heritage Overlay.

Council Officer Response

75. The South Geelong UDF reviews the Increased Housing Diversity Area (IHDA) to extend 800m around the train station and includes land identified as 'Substantial Change Areas' and 'Key Development Areas'. It does not include heritage areas or 'Minimal Change Areas'.

76. While historically, the IHDA has been applied to properties in the heritage overlay, protecting existing heritage and neighbourhood character was one of the most important attributes the community raised during the engagement process. The community expressed concern with the conflicts that can arise between balancing the heritage outcomes with the need for higher density housing. The UDF supports new housing growth in heritage areas where development can meet the heritage objectives, for example at the rear or where access is available from a laneway. As a result, council officers recommended maintaining the General Residential zoning of heritage places due the proximity of the area to services and transport but also to encourage development.

77. An objective of Clause 16.01-1L (IHDA) is to evolve the character of IHDA through more intensive development by accommodating higher density housing. The Change and Capacity Report identified that there would be minimal change expected within heritage areas. Therefore, identifying heritage areas as locations for higher density housing would be in conflict with the findings of this study.

78. The amendment and South Geelong UDF is a localised response to manage conflict between substantial change areas and proposed heritage areas. The removal of places considered to poses heritage significance from the IHDA provides clarity to the community and reduces conflict in relation to the intensity of development expected in these areas. Some properties existing or proposed to be in the Heritage Overlay remain in the IDHA and are being rezoned RGZ as they are single properties with individual heritage significance and even if removed from the IHDA the properties would remain surrounded by the IHDA area.

Urban Design Framework

79. Of the 51 submissions, 5 submitters made recommendations to the UDF.

80. Submitter No. 3 believes properties between Yarra Street and Swanston Street immediately north of the train station could be included in the station precinct Key Development Area as shown in Figure 4 below.

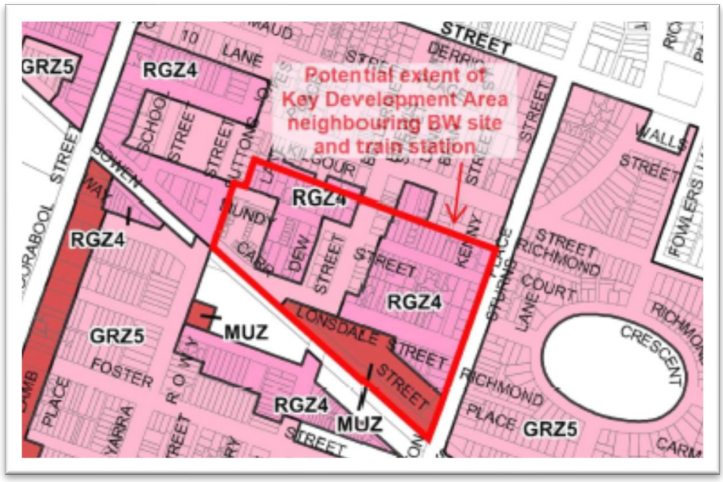


Figure 4; Submitter No. 3 proposed land to be included in the Key Development Area for the Station Precinct.

81. Submitter No. 4 requests a review of the South Geelong Urban Design Framework in particular:

    a) Objectives and strategies to be consolidated.

    b) Rear setback interface requirements.

    c) Proposed future pedestrian links.

    d) Reduction of on-street parking provision in Lonsdale St.

    e) Overshadowing requirements that exceed typical ResCode standards contained at Clause 55.

82. Submitter No. 11 recommends improving access and connectivity between Moorabool Street and GMHBA Stadium in Geelong. Suggests making the area more pedestrian-friendly to better integrate the stadium with its surroundings, especially considering its increased capacity and proposes reconfiguring the layout, relocating or removing Moorabool Street.

83. Submitter No. 13 (Department of Transport) provided several comments to the UDF. A detailed summary with Council officer responses can be viewed at Attachment 3.

84. Submitter No. 37 requests to amend the UDF in the following ways:

    a) Revise Figure 11 to ensure alignment with other plans; extend the south-eastern section of the study area boundary to or beyond Swanston Street.

    b) Reinstate previous building height regulations permitting up to 10 storeys to encourage maximising densities within the Station Precinct.

    c) Adopt a more flexible approach to building heights in the Moorabool Street Key Development Area, rather than rigidly capping heights at 6-7 storeys, while ensuring a balanced transition to lower scale areas to the east.

    d) Expand the Moorabool Street Key Development Area to encompass the 'wedge' of land north of Lonsdale Street between Moorabool and Yarra Street.

    e) Extend the IHDA into the area south of Foster Street between Yarra Street and Bellerine Street (Neighbourhood Area 8), and sites around Richmond Crescent (Neighbourhood Area 3).

f) Introduce a section outlining additional actions necessary to address social and community infrastructure needs for the future South Geelong community to align with the upcoming review of the Geelong Social Infrastructure Plan.

g) Incorporate a section considering potential UDF adjustments if an underground train station is constructed at South Geelong.

h) Collaborate with Rail Projects Victoria to establish a more realistic timeline for redeveloping the Station land and multi-deck car park.

Council Officer Response

85. Council officers do not support the request to make changes to the adopted UDF, however Council will review the UDF to identify any errors and draft minor corrections prior to a panel hearing.

86. The UDF was adopted by Council in September 2022. Consultation has been a key part of the development of the South Geelong UDF. Three stages of public consultation have sought to provide opportunities for those impacted by the UDF to have input into the final framework. Having considered the views from submitters the UDF is considered a balanced approach to development in South Geelong that will help to achieve not only the City's housing needs but expectations the community has for how they want their suburb to develop.

87. DDO 54 - Moorabool Street Key Development Area, has identified a preferred building height. As discussed at point 113, building height has been determine based on extensive consultation with stakeholders. DDO54 identifies the criteria a developer would need to meet to vary a preferred requirement, including building height.

a) Council officers did consider the 'wedge' of land north of Lonsdale Street between Moorabool and Yarra Street to be included in the Key Development Area. However, it was not recommended as several of these lots were already developed with new houses. The remaining 3 sites will remain in the General Residential Zone and can be developed up to 3 storeys in height which will complement the scale of heritage buildings opposite the site.

b) Council officers did consider extending the IHDA into the areas south of Foster Street between Yarra Street and Bellerine Street (Neighbourhood Area 8), and sites around Richmond Crescent (Neighbourhood Area 3). However, it was concluded best to retain/rezone these areas to the General Residential Zone as they had experienced extensive new/replacement housing outcomes and are expected to experience incremental or minimal levels of change over time. These areas will also be adjacent to new heritage areas. The retention/rezoning of these areas to the General Residential Zone will still support housing growth at a scale which is sympathetic to the abutting heritage setting.

c) Council is committed to continuing to work with the DTP to improve transport outcomes for South Geelong and surrounding communities. If changes to public transport infrastructure not identified in the UDF were to occur, Council would need to consider those options at the time. There is insufficient information to indicate that there are other longer term plans for additional stations at this time.

88. Council regularly updates the city wide Social Infrastructure Plan. It is a stand-alone document that can be read independently of the UDF given the boundaries to the plan are larger than and do not directly align with the UDF boundaries (Area 9). Growth in Central Geelong and the south of Geelong, including areas nominated in the West Fyans/Fyans Street Precinct Structure Plan (currently under review) will require Council to investigate

additional social infrastructure needs for this part of Greater Geelong. The Social Infrastructure Plan is the appropriate place to document this.

CORRECTIONS TO THE AMENDMENT

89. Several anomalies were discovered through the exhibition of the Amendment. The following corrections are recommended:

    a) Amend the Schedule to Clause 72.08 (Background Documents) to include the South Geelong UDF Heritage Review (City of Greater Geelong, 2023) as a background document.

    b) Amend the primary resources in the Statements of Significance for the three individual significant properties (HO2023, HO2024, HO2025) and the Statement of Significance and Heritage Design Guidelines for the City South Heritage Area to:

        - Add City of Greater Geelong, *South Geelong UDF Heritage Review,* November 2023 as a primary resource.
        - Remove Ecology & Heritage Partners Pty Ltd, *South Geelong Heritage Precinct HO1641, Peer Review*, August 2022 as a primary resource.
        - Remove South Geelong Urban Design Framework - Heritage Character Study (Authentic Heritage Services, June 2020).
        - Remove South Geelong Urban Design Framework - Proposed Revision to HO1641 City South Heritage Area (City of Greater Geelong, October 2021).

ATTACHMENT 2 – Summary of submissions for Amendment C432ggee

Submitter	Summary of Submission
Submitter No. 1 **Name:** Individual Submitter **Address:** Thompson Road, North Geelong	Opposes the PAO due to absorbing existing occupied floor space and developable land. • There is a lack of documentation or assessment explaining why 2m is needed. • Timing for a PAO has not been adequately considered. Concerns regarding carparking include: • The UDF presents a lack of policy, direction and assessment on car parking. • Absence of consideration for reduced parking requirements for commercial development. Concerns regarding DDO54 include: • General Requirement *"Consolidate sites where appropriate to maximise development potential while balancing equitable development opportunities on adjacent lots."* How is this to be achieved? • A 2m setback is required and no evidence provided as to where the measurement has come from. The required setback combined with the 2m PAO results in 4m of undevelopable land. • Affordable Housing outcomes and Clause 16.01-2L, unsure if it is supported. Concerns regarding Clause 11.03-6L-06 include: • Opposes the limitation of commercial uses to ground levels and the number of buildings used solely for commercial. • Recommends supporting a reduction in, or shared car parking space for commercial uses, not just residential development.
Submitter No. 2 **Name:** B and K Nominees Pty Ltd **Address:** Malop Street, Geelong	Opposes the PAO for the following reason: • The building on the site is only 6 years old, two stories high and constructed from tilt slab. There would not actually be 2 meters available for acquisition without serious renovation to the existing building
Submitter No. 3 **Name:** Barwon Water **Address:** Ryrie Street, Geelong	Submitted as an acceptance, subject to the following: DDO50 • There is a lack of overshadowing or overshadowing potential, especially on Carr Street. No technical justification for nominated preferred max building heights, street wall heights or setbacks. Clause 16.01-2L Social and Affordable Housing • Seeks to facilitate up to 20% of dwellings to be affordable but will need State and/or federal Government funding (directly or via a social housing provide) prioritising key and essential workers in provision of the balance of dwellings. Clause 11.03.6L-06 South Geelong • Recommends creating a useable water sensitive public green space within the broad Lonsdale Street road reserve rather than "support centre median car parking along Lonsdale and Bellerine Streets adjacent to the Station Hub".
Submitter No. 4	Clause 11.03-6L-05 • Requests a review of the Objectives and Strategies

Name: Begley Group **Address:** Moorabool Street, Geelong	• Remove Moorabool Street strategies under the headings Public Domain, Street Network and Access and Movement Networks. Zone Controls: • Supports the rezone of Moorabool Street to MUZ. • Asks council to clarify why the Increased Housing Diversity Area no longer applies to the Heritage Overlay. • Requests council to reconsider the zone control to properties between Moorabool Street and Station Street along Lonsdale and Verner Street. Design and Development Overlay Schedule 54 (DDO54) • Requests rear setback interface requirements to be removed. • Requests proposed future pedestrian links be removed. Public Acquisition Overlay • Requests a framework for widening of the laneway to be developed that allows progressive development and widening to occur. Requests a review of the South Geelong Urban Design Framework in particular: • Objectives and strategies to be consolidated. • Rear setback interface requirements. • Proposed future pedestrian links. • Reduction of on-street parking provision in Lonsdale St. • Overshadowing requirements that exceed typical ResCode standards contained at Clause 55.
Submitter No. 5 **Name:** Bogan **Address:** McKillop Street, Geelong	Accepting
Submitter No. 6 **Name:** Bogan **Address:** McKillop Street, Geelong	Accepting
Submitter No. 7. **Name:** Individual Submitter **Address:** Swanston Street, Geelong	Opposes the rezone from NRZ to GRZ and higher density for the following reasons: • It will impact the heritage, landscape, and environmental character of the existing neighbourhood. • Will increase density in an already dense area that has very limited on street parking. • Add further strain on the South Geelong Primary School.
Submitter No. 8 **Name:** Buchter **Address:** McKillop Street, Geelong	Opposes the whole amendment. • Environmental Impact: Increased population density could harm Geelong's unique environmental landscape and ecosystems, leading to heightened pollution levels and strain on natural resources. • Healthcare Infrastructure: Geelong's healthcare facilities are already overburdened. Higher density living would further strain these resources, compromising the ability to provide adequate healthcare services. • Crime and Safety: Higher population densities are associated with increased crime rates. The proposed density increase could

	overstress law enforcement resources, potentially leading to slower response times and decreased safety. • Preservation of City Character: The amendment threatens the charm and quaintness of Geelong, risking a transformation into a "concrete jungle" devoid of its distinctive character.
Submitter No. 9 **Name:** Chappell **Address:** Aphrasia Street, Newtown	Accepting
Submitter No. 10 **Name:** Chisholm **Address:** Lonsdale Street, South Geelong	Opposes building heights above 3 storeys. • Parking Issues on Lonsdale Street between Yarra and Moorabool Street: Suggest limiting all parking to two-hour parking and adding meters. • Building Height: To preserve the character of South Geelong, recommend limiting building heights to three storeys, similar to regulations in other desirable suburbs like Elwood. Concerns that six-story buildings could attract developers who compromise on quality, potentially harming property values and the aesthetic of the area.
Submitter No. 11 **Name:** Individual Submitter **Address:** Chalon Court, Highton	The following recommendations have been made: • Improving access and connectivity between Moorabool Street and GMHBA Stadium in Geelong. • Suggest making the area more pedestrian-friendly to better integrate the stadium with its surroundings, especially considering its increased capacity. • To future-proof the area and facilitate potential stadium expansions, propose reconfiguring the layout, relocating or removing Moorabool Street.
Submitter No. 12 **Name:** Individual Submitter **Address:** Kilgour Street, Geelong	Opposes the RGZ for the following reasons: • Traffic and Safety Concerns: The area is already extremely busy during peak hours and school drop-off and pick-up times. Increased density housing will likely exacerbate traffic congestion and parking issues, affecting the safety and convenience of residents, particularly around South Geelong Primary School. • Parking and Bin Collection Issues: Due to current parking capacities being maxed out, residents face difficulties in parking near their homes, and rubbish bins are often not collected because cars block access to them. • Preservation of Local Character: The area is known for its well-preserved character homes, especially Victorian homes from the 1890s with their gardens, which contribute to the local historical character. Increased density housing, often less aesthetically pleasing, could diminish this local character. Suggest that GRZ would be less detrimental to local parking, traffic, child safety, and the preservation of local character, and would align more consistently with adjacent proposed zones.
Submitter No. 13 **Name:** Department of Transport and Planning	The following comments and recommendations have been made: Housing Density and Infill: • The objective to accommodate more residents and visitors needs to be delivered with consideration of open space provision as well as access to community infrastructure and critical services.

Address: GO Box, Melbourne	• The SGUDF should address accessibility of the existing or proposed housing stock as part of the capacity of the SGUDF area, even though housing diversity was a primary objective. • It is recommended that further assessment of the Barwon Water site, including technical assessment of potential maximum heights, is done with a view to the long-term maximisation and realisation of benefits from this strategic development site. Utilisation of the methodology, or similar methodology, employed for the Central Geelong Framework Plan to allow flexible development options should be strongly considered. Arterial and Local Road Network • The SGUDF should contain interface measures such as controlling setbacks, limiting new vehicle crossovers, parking controls to maintain the efficient operation of McKillop Street, Latrobe Terrace and Fyans Street as Principal Freight Corridors. The Central Geelong Framework Plan (2023) includes controls on the north side of McKillop Street which give effect to similar interface measures. • A comprehensive Traffic Impact Assessment should be undertaken for the SGUDF study area to inform any potential upgrades to the arterial and local road network including intersections as a result of the proposed changes to street character and changes to vehicle, public and active transport patterns and volumes as a result. • Council should consider a vehicle connection from the proposed multi-deck car park to Swanston Street, situated between Foster Street and the railway line. • The UDF should not preclude an increase in commuter car parking spaces at South Geelong station whether at-grade or multi-deck. It should not reduce the current number of commuter car parking spaces. • As well as the proposed intersection upgrade at Yarra & Verner Streets, upgrades to the intersections of Yarra Street with Foster Street, and Bellerine Street with Verner Street, Foster Street and Fyans Street need to be investigated. • Along McKillop Street, the capacity of right-turn lanes should also be investigated, to ensure increased demand for vehicle movements into the SGUDF area can be accommodated. • The direction in the SGUDF to discourage private vehicles on Moorabool Street is not supported and will result in adverse impacts on the surrounding road network. The SGUDF needs to maintain and support Moorabool Street's current function as a connector road into the CBD. Public Transport • To support ongoing bus operation and potential future expansion of public transport coverage, keeping the streetscape bus-friendly needs to be a key component of the future character of Moorabool Street. • The proposed typical cross section of Moorabool Street in SGUDF figure 107 shows that bus stops are placed in either a parking lane or within a two-way cycle lane. This would present significant safety risks between bus and cycle users on Moorabool Street and needs to be addressed. • There is inconsistency around the proposed bus infrastructure for the South Geelong Station precinct. Item 5 in the key for Figure 66 (page 68) refers to a bus interchange however the Station Hub Concept Plan Key for Figure 68 (page 70) states that bus stops will be relocated to Yarra Street. It is unclear how buses are proposed to service the precinct based on the current information. In either

	case, bus movements within the precinct must be developed with and agreed to by DTP. • Yarra Street carries one bus route, but this could change in the future as the land in the SGUDF study area is redeveloped and travel patterns change. Redevelopment of this precinct must therefore provide for bus capable roads. Additional bus stops for rail replacement buses must also be provided. Active Transport • DTP support the objective in Section 3.4.2 to "improve universal access, pedestrian, cycling circulation and safety" in the SGUDF area. This must be implemented in a way that does not compromise the operation of other modes. • Several of the short-term strategies noted in the SGUDF including the improved intersection at Moorabool and Lonsdale Streets as well as integration of the Bellarine Rail trail into the South Geelong Station redevelopment have been delivered. • Active transport connections into the SGUDF study area should be integrated with existing active transport infrastructure outside of the SGUDF study area.
Submitter No. 14 **Name:** Individual Submitter **Address:** Surf Coast Highway, Belmont	Accepting
Submitter No. 15 **Name:** Individual Submitter **Address:** Kilgour Street, Geelong	Opposes the rezone of land bound by Moorabool, Kilgour, Yarra Street and Lane no 10 from GRZ to RGZ. • Infrastructure Concerns: including drainage, water, sewer, gas, communications, power. • Heritage Concerns: regarding lack of Heritage on properties 65, 67, 69, 71, 73 and 83 Kilgour Street, 190 & 194 Yarra Street and 313 & 315 Moorabool Street. • Increased Traffic and Carparking Concerns: Questions if a Traffic Study has been done. • Overshadowing Concerns for existing residents • Change of Demographic potential increase in crime.
Submitter No. 16 **Name:** Fujian Lao Investments Pty Ltd **Address:** Moorabool Street, Geelong	Opposes PAO and DDO54 - proposed pedestrian link to Moorabool Street
Submitter No. 17 **Name:** Individual Submitter **Address:** Daisy Street, Newtown	Opposes the proposed PAO for the following reason: • Removing 2m from land when developing your own property.
Submitter No. 18 **Name:** Individual Submitter	Opposes the Heritage Overlay for the following reasons: • The house has many years of different substrates piled on top of one another. • The house would not satisfy basic living standards and requires major renovations to make this property a habitable place.

Address: Foster Street, South Geelong	
Submitter No. 19 **Name:** Individual Submitter **Address:** PO Box	Accepting
Submitter No. 20 **Name:** Individual Submitter **Address:** Balliang Street, South Geelong	Opposes Residential Growth Zone along Fyans Street for the following reason: • Overlooking and overshadowing concerns. Opposes proposed Heritage Overlay for the following reason: • Due to the discouraged use of bare zincalume
Submitter No. 21 **Name:** Hehir **Address**: Lonsdale Street, Geelong	Opposes RGZ based on the following reasons: • There is no clear rationale for the differing building heights in RGZ and GRZ. • Overlooking: The proposed 3 and 4-story units would overlook the private spaces of existing one-story homes. • Overshadowing: The taller buildings would block natural sunlight from reaching existing one-story homes, particularly from the east, north, and west, significantly affecting the living conditions of these residents. • Parking: Increased density will impact parking. • Misspelled Lonsdale in the caption of the artist drawing.
Submitter No. 22 **Name**: Homes Victoria **Address:** GPO Box, Melbourne	The following request has been made: 263 Yarra Street be included in the RGZ for the following reason: • The site enjoys a frontage to Yarra Street and Balliang Street, as well as a third street frontage to Turner Place. Its south boundary is shared with land proposed to be in the Residential Growth Zone and land opposite is also proposed to be in the same zone. Given the lack of sensitive interfaces it is respectfully submitted the land be considered for inclusion within the Residential Growth Zone, without requiring re-exhibition. This would provide greater opportunities for the site, which is appropriate for its location and context.
Submitter No. 23 **Name**: Hyland **Address:** 38 Forfar Road, Hamlyn Heights	Requests the proposed RGZ be rezoned to GRZ for the area bordered by McKillop Street, Moorabool Street, Carr Street and Gheringhap Street for the following reasons: • Incompatibility with Existing Structures: The proposed building heights of up to 13.5 meters and increased densities are not in keeping with the predominantly 2-storey and single-level detached homes currently in the area. • Lack of Access to Services: The area does not have significantly better access to services and transport compared to other areas, questioning the rationale for higher density zoning. • Impact on Local Character and Environment: The increase in building density is expected to negatively alter the neighbourhood's character, lead to the loss of garden areas, and not be adequately mitigated by street detailing or tree plantings.

	• Quality of Life: Concerns include increased traffic, decreased property values, and overall negative impacts on the quality of life due to higher density. • Overshadowing: Specific concerns about potential future developments that could overlook and overshadow existing properties, particularly in relation to a proposed 4-storey development adjacent to the submitter's property at 2/36 McKillop Street.
Submitter No. 24 **Name:** Individual Submitter **Address:** Verner Street, Geelong	Accepting
Submitter No. 25 **Name:** Jaques **Address:** Verner Street, Geelong	Accepting
Submitter No. 26 **Name:** Kardinia Picture Frames **Address:** Moorabool Street, Geelong	Opposes the PAO • There is concern about how these changes will impact businesses. • Need for Clearer Communication: The amendments have been communicated via documents, but there is a strong feeling that a face-to-face discussion would be more effective in explaining the pros and cons associated with the changes.
Submitter No. 27 **Name:** Individual Submitter **Address:** Fyans Street, South Geelong	Concerns regarding the proposed and existing Heritage Overlay include: • Inadequate Protection for Existing Heritage Overlay: Concerns regarding 75 Fyans Street, which already has a heritage overlay (HO935), how it will be preserved given its inclusion in the Residential Growth Zone. This zone also encompasses surrounding buildings, which could impact the heritage site. • Inconsistent application of Heritage Overlay: Some properties with apparent significant heritage value are not included under the heritage overlay, while others without historical significance are included.
Submitter No. 28 **Name:** Ling **Address:** Foster Street, South Geelong	Supports the increase of Heritage Overlay in South Geelong including Foster Street. Requests Verner and Foster Street be zoned NRZ for the following reasons: • Recognises areas of predominantly single and double storey residential development • Manages and ensures that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.
Submitter No. 29 **Name:** Lynch **Address:** Foster Street, South Geelong	Opposes the proposed building heights for the following reasons. • Inadequate Consultation: concern that the change has been poorly advertised, perhaps intentionally, as some neighbours did not receive notification. • Building Heights inappropriate for a residential area. Does not specify which height.

	• Heritage Overlay should be applied to the zoning. Does not specify which zoning. • Overshadowing and overlooking a concern. Requests exhibition is extended for two weeks.
Submitter No. 30 **Name:** Individual Submitter **Address:** Swanston Street, Geelong	Requests for existing Heritage Overlay to be assessed and removed due to the following reasons: • Conflict Between Zoning and Heritage: The property is of local significance, (HO1166) and is proposed to be zoned Residential Growth Zone. They argue that having both a heritage overlay, and a residential growth zone is overly restrictive and limits their ability to fully utilise their property. • House is in a state of disrepair, and much of its heritage character has been lost, diminishing its historical significance. Specifically, it no longer pairs with 128 Swanston St, which was the original reason for its listing as locally significant. • There are many other examples of the classic Geelong federation homes that are in better condition and that will remain as general residential rather than being amended to the residential growth zone.
Submitter No. 31 **Name:** Mantzaris **Address:** Foster Street, South Geelong	Opposes the rezoning to Residential Growth Zone Schedule 4 (RGZ4), particularly around Verner Street and behind Foster Street and makes the following requests: • Any and all development needs strict set back requirements so that adjacent residents are not affected by overshadowing. • Development must be required to adhere and observe the Heritage Overlay in the area. • The lanes behind Verner Street and Foster Street cannot and must not be used as primary access routes. • It is vitally important that all planning applications need to be clearly advertised and provide an opportunity for residents to comment on any and all developments.
Submitter No. 32 **Name:** Individual Submitter **Address:** 33 Mundy Street, Geelong	Opposes the rezoning of Mundy Street, between Bellerine Street and Swanston Street to RGZ for the following reasons: • Concerns regarding overshadowing on food production in backyards of 31 and 33 Mundy Street • 8 properties between Bellerine and Swanston Street all contain large gardens with mature trees, expresses a need to maintain properties with mature trees and large backyards to provide shade and cooling on hot days and combat climate change effects of hotter temperatures during summer.
Submitter No. 33 **Name:** Omer **Address:** Mercer Street, Geelong	Accepting
Submitter No. 34 **Name:** Individual Submitter **Address:** Fyans Street, South Geelong	Accepting

Submitter No. 35 **Name:** Individual Submitter **Address:** Flourish Drive, Mt Duneed	Accepting
Submitter No. 36 **Name:** Individual Submitter **Address:** Franklin Street, Newport	Accepting
Submitter No. 37 **Name:** Property Council of Australia Address: Exhibition Street, Melbourne	There's concern about the diminished role of South Geelong in accommodating infill growth due to changes in the Urban Design Framework (UDF), particularly related to heritage analysis and expansion of the Heritage Overlay. A capacity study conducted after the draft UDF indicates that South Geelong can only accommodate about 3% of the housing targets specified in the Settlement Strategy, which is notably less compared to other areas like Geelong West and Highton. Requests to amend the UDF in the following ways: • Revise Figure 11 to ensure alignment with other plans; extend the south-eastern section of the study area boundary to or beyond Swanston Street. • Reinstate previous building height regulations permitting up to 10 storeys to encourage maximising densities within the Station Precinct. • Adopt a more flexible approach to building heights in the Moorabool Street Key Development Area, rather than rigidly capping heights at 6-7 storeys, while ensuring a balanced transition to lower scale areas to the east. • Expand the Moorabool Street Key Development Area to encompass the 'wedge' of land north of Lonsdale Street between Moorabool and Yarra Street. • Extend the IHDA into the area south of Foster Street between Yarra Street and Bellarine Street (Neighbourhood Area 8), and sites around Richmond Crescent (Neighbourhood Area 3). • Introduce a section outlining additional actions necessary to address social and community infrastructure needs for the future South Geelong community to align with the upcoming review of the Geelong Social Infrastructure Plan. • Incorporate a section considering potential UDF adjustments if an underground train station is constructed at South Geelong. • Collaborate with Rail Projects Victoria to establish a more realistic timeline for redeveloping the Station land and multi-deck car park.
Submitter No. 38 **Name:** Roberts **Address:** 11 Fyans Street, South Geelong	Accepting

Submitter No. 39 **Name:** Roberts **Address**: School Street, Geelong	Opposes the rezone from GRZ4 to GRZ5 for the following reason: • The location is in an inner urban local, with great access to facilities, infrastructure and transport and therefore lends itself to urban growth. Opposes the proposed Heritage Overlay: • It is counterintuitive to the urban location.
Submitter No. 40 **Name:** Scott **Address:** Bellerine Street, South Geelong	Opposes the Heritage Overlay based on the following reason: • 262 Bellerine was demolished and built in 2004/2005
Submitter No. 41 **Name:** Showell **Address:** Bellerine Street, South Geelong	Opposes the RGZ, in particular, to properties along Verner Street for the following reasons: • Overshadowing to properties 246-254 Bellerine Street. • Going 13.5m in an area with only single storey homes would look ridiculous and out of place.
Submitter No. 42 **Name:** South Geelong Primary School / Leanne Dowling **Address:** Yarra Street, Geelong	Opposes the RGZ and increase in density. • Increased Traffic and Safety Risks: The increase in housing density around the school is expected to significantly raise traffic levels, particularly during peak times such as student drop-off and pick-up, which could endanger student safety. • Parking Challenges: The proposed changes will likely reduce parking availability and limit all-day parking options, affecting school staff, families, and visitors who cannot frequently move their vehicles due to their work schedules. • Privacy and Security Concerns: High-density housing close to the school could compromise the privacy and security of students during outdoor activities and learning. • Overcrowding and Infrastructure Strain: The school is already operating above its optimal capacity, and increased local population density could lead to higher student enrolments, further straining facilities. • Expansion Needs: The school council suggests acquiring nearby residential blocks to expand the school's facilities, enhancing outdoor play areas and accommodating more students, similar to successful expansions at other local schools
Submitter No. 43 **Name:** Individual Submitter **Address:** Lonsdale Street, South Geelong	Requests the following changes: • Carparking along Lonsdale Street be limited to 2 hours, aside from residents with parking permits. • Any rezoning of Moorabool Street should allow for sufficient car parking on that street. • Council implements extensive tree planting along the train line. • Limit the properties to 5 storeys along Moorabool Street and ensure that all approvals do not lead to shadowing, increased noise and excessive lighting. • Upgrade footpath opposite Kardinia Park. • Council work with V-Line and other relevant bodies to address the constant graffiti on the Moorabool Street rail overpass.
Submitter No. 44	Accepting

Name: Individual Submitter **Address:** Franklin Street, Newport	
Submitter No. 45 **Name:** UDIA Victoria **Address:** Wellington Street, Collingwood	Opposes the amendment and requests the following changes are made: <u>Social Housing Plan:</u> • 13,500 new social housing units over the next 20 years believe this to be an underestimate. Requests Council to increase diverse housing and provide innovative housing solutions. <u>Residential Growth Zone:</u> • be applied to all the substantial change area. • Amend the schedule to allow the maximum building height to be varied where relevant decision guidelines are met. • Decision guidelines amended to support the delivery of positive outcomes such as the provision of affordable or social housing or exceptional public realm, environmental or social outcomes. <u>Design and Development Overlays:</u> • Provision of succinct and clear design objectives within each Schedule. • Ensure that each Schedule has strong regard to the policy context as proposed at Clause 11.03-6L-05 South Geelong. • Ensure that the Buildings and Works requirements as set out in each Schedule are drafted in a consistent and clear manner. • Ensure that Building Height, Street Wall Height, and Above Street Wall Height requirements are sufficiently discretionary to enable future detail design and development to respond to the key applicable policy and planning objectives, and importantly, respond to market demand and matters of development viability. • Ensure the Decision Guidelines embed appropriately worded guidance to enable variation beyond the preferred maximum built-form requirements set out in each Schedule. We note that there is very limited discretionary guidance provided to enable variations to the preferred requirements of each DDO, including Building Height. - We note that there is very limited discretionary guidance provided to enable variations to the preferred requirements of each DDO, including Building Height. Where provided, the discretionary guidance relates to either architectural outcomes or off-site impacts and this is a very limited framing of discretion. Historically, the City of Geelong has treated discretionary heights as mandatory heights, and this approach will need to be more flexible if infill housing targets are to be realised. - The City is encouraged to consider the relevant discretionary bullet points in DDO50 and DDO54 to be re-written as per the below, noting the absolute avoidance of any off-site impacts is not in keeping with the redevelopment objectives sought. – “Whether a variation to a requirement avoids or minimises adverse offsite impacts such as visual bulk, overlooking and overshadowing to adjacent residential properties and the public realm.” - We encourage additional discretionary guidance to be provided in the DDO schedules which would enable positive outcomes to be sought in these locations in response to variations of preferred outcomes, such as the provision of affordable or social housing or exceptional public realm, environmental or social outcomes.

Submitter No. 47 **Name:** Verikios **Address:** Thear Street, East Geelong	Requests the following change to DDO54 • Increase preferred height limits from 5 to 7 storeys on the Western side of Moorabool Street. Given the location and favourable North/South orientation towards Kardinia Park, and no direct interface with residential properties, the building height would not adversely affect local amenity or the public realm, thereby better fulfilling the intentions of the UDF.
Submitter No. 48 **Name:** VicTrack **Address:** LaTrobe Street, Melbourne	Accepting
Submitter No. 49 **Name:** Individual Submitter **Address:** Foster Street, South Geelong	Opposes the rezone to RGZ along Verner Street due to the following reasons: • Higher density housing should be concentrated on major roads like Yarra and Moorabool Streets, which are close to the station, rather than in residential areas. Requests the following changes: • Residential Growth Zone that has an interface with GRZ5 is required to have a rear and side setback of 5 m. • All future development takes into consideration the interface with the heritage values of the surrounding properties. • Discourages the use of the rear lanes as primary access in Verner Street. • We also seek assurances that there will be no changes to third-party rights throughout the amendment process for future development applications which are adjacent to the GRZ land.
Submitter No. 50 **Name:** Wilson **Address:** East Kirkby Court, Highton	Accepting
Submitter No. 51 **Name:** Individual Submitter **Address:** Boyne Avenue, East Geelong	Accepting
Submitter No. 52 **Name:** Individual Submitter **Address:** School Street, Geelong	Opposes the proposed Heritage Overlay for the following reason: • The house being transported to the area via truck and an extension added to the property.

Note: 'Individual submitter' term used where consent not granted to publish name online

ATTACHMENT 3 – Submitter No. 13 Department of Transport and Planning

DTP (Transport) Comment	Officer Response (proposed changes in red)
General Comments	
The objective to accommodate more residents and visitors needs to be delivered with consideration of open space provision as well as access to community infrastructure and critical services.	Noted
It is noted that some investigation into accessibility was conducted, primarily focused on public space and movement infrastructure. The SGUDF should address accessibility of the existing or proposed housing stock as part of the capacity of the SGUDF area, even though housing diversity was a primary objective.	Noted
It is recommended that further assessment of the Barwon Water site, including technical assessment of potential maximum heights, is done with a view to the long-term maximisation and realisation of benefits from this strategic development site. Utilisation of the methodology, or similar methodology, employed for the Central Geelong Framework Plan to allow flexible development options should be strongly considered.	**Update the DDO50 and DDO54 *variations to preferred requirements* to the following:** • Whether a variation to a requirement ~~avoids or~~ minimises adverse off-site impacts such as visual bulk, overlooking and overshadowing to adjacent residential properties and the public realm. • Whether the proposal results in, or substantially facilitates, the delivery of appropriately secured public benefits including: - Social and other specialised housing in excess of any minimum requirement in this Scheme. - Provision of pedestrian links or public open space in excess of any minimum requirement in this Scheme.
The SGUDF should contain interface measures such as controlling setbacks, limiting new vehicle crossovers, parking controls to maintain the efficient operation of high movement corridors McKillop Street, Latrobe Terrace and Fyans Street.	McKillop Street is proposed to be primarily zoned GRZ5. No variation to the setback requirement has been specified in Schedule 5 to the General Residential Zone. Planning Provisions at Clauses 54 and 55 would apply and require the following:

	"The average distance of the setbacks of the front walls of the existing buildings on the abutting allotments facing the front street or 9 metres, whichever is the lesser." The majority of McKillop Street has been identified as Area 6 in The Capacity and Change Review and is characterised by front setbacks typically between 3-5m. Properties facing McKillop Street on the north side of the street are required to be setback a minimum of 3m. No variation is required in Schedule 5 to the GRZ. Latrobe Terrace and Fyans Street are primarily Residential Growth Zone. The minimum street setback requirement is as follows: *"In accordance with Standard A3 or B6 or 3m, whichever is the lesser."* There are only two properties fronting LaTrobe Terrace that are being rezoned RGZ4. Properties along Fyans Street were identified as Area 2 in The Capacity and Change Review and is characterised by front setbacks typically between 3 to 5m with buildings to the street corners positioned to property boundary. **Update RGZ4 to specify minimum street setback of 3m.**
Arterial and local Road Network	
A comprehensive **Traffic Impact Assessment** should be undertaken for the SGUDF study area to inform any potential upgrades to the arterial and local road network including intersections as a result of the proposed changes to	A Traffic Impact Assessment was not conducted for the study area for the following reasons: a) There were significant changes occurring along the railway line as part of duplication works, this involved road closures, creating one

street character and changes to vehicle, public and active transport patterns and volumes as a result.	way streets, separated rail/road. At the time RPV/DTP had advised they had not prepared their own traffic impact assessment to understand what implications these changes may result in. Making it extremely difficult for Council to undertake its own TIA. b) Much of the work undertaken for the UDF occurred during Covid when traffic counts were low. There will be incremental changes to development outcomes in UDF area (exception Moorabool Street), as this area is capable of redevelopment presently. The UDF does not significantly alter the housing outcomes for the majority of the UDF area.
Council should consider a vehicle connection from the proposed multi-deck car park to Swanston Street, situated between Foster Street and the railway line.	Noted
The UDF should not preclude an increase in commuter car parking spaces at South Geelong station whether at-grade or multi-deck. It should not reduce the current number of commuter car parking spaces.	Urban growth in the area is likely to be incremental. The consideration to a reduction in carparking for residential development is for Moorabool Street only. The station hub strategy is to encourage shared car parking through the provision of a multi deck carpark or alternative car parking arrangement. It does not resolve in an increase in commuter carparking
As well as the proposed intersection upgrade at Yarra & Verner Streets, upgrades to the intersections of Yarra Street with Foster Street, and Bellerine Street with Verner Street, Foster Street and Fyans Street need to be investigated.	Council acknowledges that there may need to be intersection upgrades and improved pedestrian crossing points over time. The UDF identifies possible intersection upgrades at Lonsdale/Moorabool, Yarra/Verner and Lonsdale Bellarine. These crossing points were determines based on advice from Council traffic engineers and discussions with DTP. Several improved pedestrian crossing points were also identified. The UDF concepts will require Council to investigate the timing, need and preferred locations for these types of changes as development progresses. The area is expected to undergo significant change overtime. Council is committed to monitoring the impact from these change into the future.

Along McKillop Street, the capacity of right-turn lanes should also be investigated, to ensure increased demand for vehicle movements into the SGUDF area can be accommodated.	Noted. Council is committed to monitoring the impact from these change into the future.
With a direct connection to one of 5 river crossings in inner urban Geelong, Moorabool Street will continue to serve as a city connector road, connecting Geelong's southern suburbs to the Geelong CBD. The direction in the SGUDF to *discourage private vehicles on Moorabool Street* is not supported and will result in adverse impacts on the surrounding road network.	Amend **Clause 11.03** to reword the following strategy: Discourage private vehicle use by designing streets for slow circulation speeds, giving priority to other modes at intersections and constraining provision of private vehicle parking. *To* Design Streets for slow circulation speeds and support the reduction of private vehicle parking.
While DTP is fully supportive of improving walking, cycling and public transport and streetscape outcomes, the SGUDF needs to maintain and support Moorabool Street's current function as a connector road into the Geelong CBD.	Noted
Public Transport	
To support ongoing bus operation and potential future expansion of public transport coverage, keeping the streetscape bus-friendly needs to be a key component of the future character of Moorabool Street.	Noted. Update Section 4.2A Desired Future Character *"Walking, cycling and public transport use will be encouraged through the provision of appropriate infrastructure and bus friendly streetscapes."*
The proposed typical cross section of Moorabool Street in SGUDF figure 107 shows that bus stops are placed in either a parking lane or within a two-way cycle lane. This would present significant safety risks between bus and cycle users on Moorabool Street and needs to be addressed.	Misinterpretation of the plans, bus lanes not placed in two way bike lane – please review figure 109 for clarification of two way set up. Additionally, specifics will be ironed out in design phase.
There is inconsistency around the proposed bus infrastructure for the South Geelong Station precinct. Item 5 in the key for Figure 66 (page 68) refers to a bus interchange however the Station Hub Concept Plan Key for Figure 68 (page 70) states that bus stops will be relocated to Yarra Street. It is unclear how buses are proposed to service the precinct based on the current	Noted. This would need to be finalised with DTP

information. In either case, bus movements within the precinct must be developed with and agreed to by DTP.	
Yarra Street carries one bus route, but this could change in the future as the land in the SGUDF study area is redeveloped, and travel patterns change. Redevelopment of this precinct must therefore provide for bus capable roads. Additional bus stops for rail replacement buses must also be provided.	Noted
Active Transport	
DTP support the objective in Section 3.4.2 to "improve universal access, pedestrian, cycling circulation and safety" in the SGUDF area. This must be implemented in a way that does not compromise the operation of other modes.	The City has mode share goals for 50% of trips to work to be accommodated on public transport and active transport. The City will continue to plan for the future accordingly while noting that 50% mode share is across the entire LGA, meaning that some areas will need to be well above 50% to accommodate those that are poorly served by PT and too far to bike ride. Sth Geelong is in close proximity that residents would be encouraged to make the majority of their daily trips by foot, bike and PT.
Several of the short-term strategies noted in the SGUDF including the improved intersection at Moorabool and Lonsdale Streets as well as integration of the Bellarine Rail trail into the South Geelong Station redevelopment have been delivered.	Noted – Please note that this is not a new document.
Active transport connections into the SGUDF study area should be integrated with existing active transport infrastructure outside of the SGUDF study area.	Noted
DTP are supportive of measures to promote the Bellarine Rail Trail, including the creation of a distinctive 'starting point' at South Geelong Station. Opportunities to integrate wayfinding towards the rail trail should also be explored throughout the precinct.	Noted

SGUDF Ref	Page No.	Comments
General	N/A	Consider the benefit of including a list of all acronyms used in the Urban Design Framework within the opening pages of the report.
General	N/A	We note the strong visual graphic and mapping throughout. To ensure accessibility we recommend enlarging road names throughout all maps in the report to improve mapping legibility.
Figure 1	7	We recommend the inclusion of train station names on all maps to provide the reader with a strong transport context.
Figure 2	9	We suggest re-orienting the aerial to read north-south to align with orientation of other maps used throughout. Include a north arrow and scale bar.
Section 2.4		The proposed addition of new heritage overlays that seek to protect contributary built form elements thereby informing future place character is supported.
Figure 29	29	The status of land parcels shown in a hatched beige colour is unclear. We suggest the legend shown on Figure 36 is updated.
Figure 33	33	The placement of Neighbourhood Area 1 and subsequent key development site is well located with respect to the amenity offering of GMHBA Stadium and surrounding facilities adjacent to Moorabool Street. In addition, the connectivity value and convenience of being located close to South Geelong Railway Station for the proposed Neighbourhood Area 1 north of the rail lines optimises the development opportunity.
Section 2.4	34	Repeated text in opening sentences. An additional map note is recommended to show the reader where the Barwon Water site is located.
Figure 46	50	This plan shows a “pedestrian crossing over or under the railway line” on the alignment of Bellerine Street.
Section 6	108	The former Department of Transport is now called the Department of Transport and Planning.
Section 4.1	63	The proposed multi-deck commuter carpark design should be able to be adaptively reused in the future for residential or commercial uses as appropriate.
Figure 66	68	We note that item 5 in the key references Verner Street and Bellerine Street public realm upgrades as State Government responsibility. Please include notation “subject to future funding approval”.
Figure 68	70	While supportive of the residential densities and apartment development to the north of Carr Street, we recommend considering if the open space amenity is reasonably proportionate to the number of dwellings proposed. Consider potential re-orientation of buildings to accommodate more usable open space configuration instead of linear parks and improve connection between the open spaces.
Figure 68	70	It seems the second sentence in point 7 “A mixed-use...Verner St.” may not be related to point 7 station carpark development – please review and amend accordingly.

2.10. T2400071 - Rippleside Inclusive Playspace & Public Toilet

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Purpose

1. To Award Contract C2400071 Rippleside Inclusive Playspace & Public Toilet to ORIOR CONSTRUCT Pty Ltd (ABN 20 668 206 148).

Background

2. The Contract relates to the construction of the new Rippleside Inclusive Playspace and Public Toilet.

3. Construct a new regional playground utilising universal design principles to replace the existing outdated playground and unsuitable facility. This will feature new associated infrastructure, including access pathways, inclusive play-space equipment and accessible toilet facilities (changing places).

4. The works were tendered to market as two separable portions in the Contract. The first being the Playspace and the second being the Public Toilet. Tenderers had the option to price the separable portions individually or both combined as a single offer.

Key Matters

5. The Procurement Team administered an open tender process on behalf of the Major Projects team.

6. Based on the tenderer's responses to the Comparative Criteria (per Table 4. below), the Tender Evaluation Panel determined, according to the qualitative and quantitative assessment awarding the contract to ORIOR CONSTRUCT Pty Ltd providing the City with the best fit for purpose and value for money outcome.

7. The tenderers have provided a lump sum cost for each separable portion and a Schedule of Rates for any out of scope works or approved variations.

RESOLUTION - Item 2.10

Cr Aitken moved, Cr Kontelj seconded -

That Council:

1. **Award Contract C2400071 Rippleside Inclusive Playspace & Public Toilet to ORIOR CONSTRUCT Pty Ltd (ABN 20 668 206 148) in line with the project budget; and**

2. **Authorise the Chief Executive Officer to execute Contract C2400071, and any other documents required by or to give effect to the terms of the Contract on behalf of Council**

Carried

Financial Sustainability

8. The cost of the contract has come within the project budget.

Community Engagement

9. Community engagement for this project consisted of the below activities through the City's 'Have Your Say' web page. Comprehensive community engagement has taken place (by Open Space Planning), including:

    9.1. Finding report – December 2019 (hosted November 22nd, 2019, including Variety, Livvi's Place, Friends of Rippleside Park, Local Residents and City of Greater Geelong staff);

    9.2. Engagement report – August 2020 / April 2021; and

    9.3. Final engagement report – July 2022.

10. Access and Inclusion Advisory Committee (AIAC):

    10.1. Presentations and updates have been provided to AIAC throughout the community engagement process, including recent update (April 29th, 2024) before final tender package issued to market (May 2024).

11. No tender collaboration opportunities were identified at this time however opportunities may present themselves in the future to be considered for new Contracts.

Social Equity and Sustainability

12. Inclusive playspace areas throughout the municipality offer many benefits to local communities including providing interactive play and bringing an enhanced inclusive access to our urban areas.

Relevant Law/Policy/Legal Implications

13. This tender was advertised and managed in accordance with the requirements of sections 108 and 109 of the *Local Government Act 2020* and in accordance with the City's Procurement Policy.

Alignment to Community Plan and Vision

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

    Healthy, caring and inclusive community.

15. 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

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

Risk Assessment

17. The tender evaluation process involved the assessment of work, health and safety policies, procedures, and risk assessment documents. Any other risks associated with the acceptance of this tender will be managed through the contract conditions.

Environmental Sustainability

18. Any environmental implications associated with this contract will arise from the execution of the works. It is considered these are the responsibility of the contractor and will be managed through the contract documentation.

Tender Details

Contract Details

19. C2400071 Rippleside Inclusive Playspace and Public Toilet.

Invitation to Tender

20. The City issued an invitation to tender on 16 May 2024 seeking to appoint a suitably qualified and experienced contractor/s to construct the new Rippleside Inclusive Playspace and Public Toilet.

Table 1 Invitations to Tender

Medium	Date Advertised
eProcure	16 May 2024

Tender Evaluation Panel

21. The Tender Evaluation Panel consisted of the following staff:

Table 2 Tender Evaluation Panel

Position Title	Panel role
Procurement Specialist	Chair
Project Manager Major Projects	Voting Member
Community & Recreation Officer	Voting Member
Coordinator Open Space Planning	Voting Member

Tender Submissions

22. Tenders had to meet mandatory OH&S processes and procedures.

23. At tender close the City received five (5) submissions for the Inclusive Playspace and Public Toilet and three (3) submissions for the Inclusive Playspace only.

Table 3 Tender Submissions Received

Tender		Conforming tender
A	ORIOR CONSTRUCT Pty Ltd	Yes

B	TENDERER B	Yes
C	TENDERER C	Yes
D	TENDERER D	Yes
E	TENDERER E	Yes
F	TENDERER F (Playspace Only)	Yes
G	TENDERER G (Playspace Only)	Yes
H	TENDERER H (Playspace Only)	Yes

Tender Evaluation

24. The Tender Evaluation Panel used the following qualitative criteria to assess the submissions.

25. The tender was evaluated by the tender panel in a two-stage process:

    25.1. Qualitative assessment of a weighted score totalling 100%; and

    25.2. Evaluation of price.

Table 4 Comparative Criteria Weighting

Comparative Criteria	Weighting %
Capability and Experience	30%
Proposed Resourcing	20%
Quality Management and Auditing	10%
Local Content	10%
Methodology	30%

Tender Evaluation Scores

26. At the conclusion of the qualitative evaluations, ORIOR CONSTRUCT Pty Ltd scored higher, showing greater quality, capability, and capacity to provide the required works.

27. Pricing was evaluated separately including further clarifications and negotiations. These combined scores then determined the best fit for purpose and value for money outcome.

Table 5 Tender Evaluation Scores

Tender		Rank
A	**ORIOR CONSTRUCT Pty Ltd**	**Recommended**
B	TENDERER B	Not Recommended
C	TENDERER C	Not Recommended
D	TENDERER D	Not Recommended

E	TENDERER E	Not Recommended
F	TENDERER F (Playspace Only)	Not Recommended
G	TENDERER G (Playspace Only)	Not Recommended
H	TENDERER H (Playspace Only)	Not Recommended

Post Tender Contact

28. Clarifications with ORIOR CONSTRUCT Pty Ltd were required after the evaluations were complete, regarding contractual departures and pricing options.

29. Once clarifications were acknowledged and analysed, ORIOR CONSTRUCT Pty Ltd represented the best Value for Money (VFM) and total cost.

Probity

30. No probity issues were identified.

Attachments

Nil

2.11. T2400011 - North Bellarine Aquatic Centre (NBAC) Stage 2 - Design Consultant

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Purpose

1. To Award Contract C2400011: North Bellarine Aquatic Centre (NBAC) Stage 2 – Consultants to Williams Ross Architects Pty Ltd (ABN 96 005 624 868).

Background

2. The Contract relates to the design consultancy for the new North Bellarine Aquatic Centre (NBAC) Stage 2 project.

3. Stage 2 of the North Bellarine Aquatic Centre is the design and construction of an indoor aquatic facility in accordance with Council-endorsed concept designs. The indoor aquatic facility will complement the existing outdoor facility and associated buildings, completed in 2023.

Key Matters

4. The Procurement Team administered an open tender process on behalf of the Major Projects team.

5. Based on the tenderer's responses to the Comparative Criteria (per Table 4. below), the Tender Evaluation Panel determined, according to the qualitative and quantitative assessment awarding the contract to Williams Ross Architects Pty Ltd will provide the City with the best fit for purpose and value for money outcome.

6. The Tenderers have provided a lump sum cost for each phase of the project and a Schedule of Rates for any out of scope works or approved variations.

RESOLUTION - Item 2.11

Cr Sullivan moved, Cr Mason seconded -

That Council:

1. **Award Contract C2400011 North Bellarine Aquatic Centre (NBAC) Stage 2 – Consultants to Williams Ross Architects Pty Ltd (ABN 96 005 624 868) in line with the project budget; and**

2. **Authorise the Chief Executive Officer to execute Contract C2400011, and any other documents required by or to give effect to the terms of the Contract on behalf of Council.**

Carried

Financial Sustainability

7. The cost of the contract has come within the project budget.

Community Engagement

8. There was no specific community engagement for these services however community consultation has shown a strong desire for aquatic and recreation centres within the municipality.

9. No tender collaboration opportunities were identified at this time however opportunities may present themselves in the future to be considered for new Contracts.

Social Equity and Sustainability

10. Aquatic and recreation centres throughout the municipality offer many benefits to local communities including providing social connectivity, improved health and wellbeing and bringing an enhanced inclusive access to our communities.

Relevant Law/Policy/Legal Implications

11. This tender was advertised and managed in accordance with the requirements of sections 108 and 109 of the *Local Government Act 2020* and in accordance with the City's Procurement Policy.

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. The tender evaluation process also involved the assessment of work, health and safety policies, procedures, and risk assessment. Any other risks associated with the acceptance of this tender will be managed through the Contract terms and conditions.

Environmental Sustainability

16. Any environmental implications associated with this contract will arise from the execution of the works. It is considered that these are the responsibility of the Contractor and will be managed accordingly.

Tender Details

Contract Details

17. C2400011 North Bellarine Aquatic Centre (NBAC) Stage 2 – Consultants.

Invitation to Tender

18. The City issued an invitation to tender on 12 June 2024 seeking to appoint suitably qualified and experienced Consultants to design the new North Bellarine Aquatic Centre (NBAC) Stage 2.

Table 1 Invitations to Tender

Medium	Date Advertised
eProcure	12 June 2024

Tender Evaluation Panel

19. The Tender Evaluation Panel consisted of the following staff:

Table 2 Tender Evaluation Panel

Position Title	Panel role
Senior Procurement Specialist	Chair
Leisure and Recreation Facilities Lead	Voting Member
Coordinator Capital Projects	Voting Member
Manager Leisure & Recreation Services	Voting Member

Tender Submissions

20. Tenders had to meet mandatory requirements related to previous experience, OH&S processes and procedures.

21. At tender close the City received nine (9) submissions.

Table 3 Tender Submissions Received

Tender		Conforming tender
A	Williams Ross Architects Pty Ltd	Yes
B	TENDERER B	Yes
C	TENDERER C	Yes
D	TENDERER D	Yes
E	TENDERER E	Yes
F	TENDERER F	Yes
G	TENDERER G	Yes
H	TENDERER H	No
I	TENDERER I	No

Tender Evaluation

22. The Tender Evaluation Panel used the following qualitative criteria to assess the submissions.

23. The Tender was evaluated by the tender panel in a two-stage process:

    23.1. Qualitative assessment of a weighted score totalling 100%; and

    23.2. Evaluation of price.

Table 4 Comparative Criteria Weighting

Comparative Criteria	Weighting %
Capability and Experience	25%
Proposed Resourcing and Subconsultants	30%
Local Content	10%
Innovation (Clever & Creative)	5%
Methodology & Plan	20%
Quality Management	5%
Risk Management	5%

Tender Evaluation Scores

24. At the conclusion of the qualitative evaluations, three (3) tenderers scored higher, showing greater quality, capability, and capacity to provide the required services. Pricing was evaluated separately including further clarifications, negotiations and a request for Best and Final Offer (BAFO). These combined scores then determined the best fit for purpose and value for money outcome.

Table 5 Tender Evaluation Scores

Tender		Rank
A	Williams Ross Architects Pty Ltd	Recommended
B	TENDERER B	Recommended
C	TENDERER C	Recommended
D	TENDERER D	Not Recommended
E	TENDERER E	Not Recommended
F	TENDERER F	Not Recommended
G	TENDERER G	Not Recommended
H	TENDERER H	Not Evaluated

I	TENDERER I	Not Evaluated

Post Tender Closure

25. Clarifications with Williams Ross Architects Pty Ltd, Tenderer B and Tenderer C were required after the evaluations were complete, regarding contractual departures and pricing options.

Probity

26. No probity issues were identified.

Attachments

Nil

3. RECORD OF INFORMAL MEETINGS OF COUNCILLORS

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Summary

1. The Governance Rules of the City of Greater Geelong require the tabling of records of informal meetings of Councillors at the next convenient Council meeting and that their record be included in the minutes of that Council meeting.
2. A summary of the informal meetings of Councillors is attached.

RESOLUTION - Item 3.1

Cr Kontelj moved, Cr Nelson seconded -

That Council receive the summary of the informal meetings of Councillors for the period to 27 August 2024.

Carried

INFORMAL MEETINGS OF COUNCILLORS
(Council Meeting 27 August 2024)

Informal Meeting Details	Councillor Attendance/Apology	Officer Attendance	Agenda Items	Conflict of Interest Disclosures
Neighbourhood Amenity Local Law 2024 Ward Briefing **23 July 2024**	Cr Murrihy *Apologies:* *Cr Cadwell* *Cr Kontelj*	A Basford (EXEC DIR) J Thomas (CO ORD) J Meaden (CO ORD) W Lugg (TEAM LEADER) C Francis (COUNCILLOR SUPPORT) D Carabott (COUNCILLOR SUPPORT)	• History of the Local Law • Feedback from Stage 2 of Community Engagement & changes made	• Nil
Neighbourhood Amenity Local Law 2024 Ward Briefing **24 July 2024**	Crs Sullivan, Mason, Wilkinson	A Basford (EXEC DIR) J Thomas (CO ORD) J Meaden (CO ORD) W Lugg (TEAM LEADER) C Francis (COUNCILLOR SUPPORT) D Carabott (COUNCILLOR SUPPORT)	• History of the Local Law • Feedback from Stage 2 of Community Engagement & changes made	• Nil
Neighbourhood Amenity Local Law 2024 Ward Briefing **31 July 2024**	Crs Aitken and Hathway	J Thomas (CO ORD) J Meaden (CO ORD) W Lugg (TEAM LEADER) E Ryan (A/CO ORD) D Carabott (COUNCILLOR SUPPORT)	• History of the Local Law • Feedback from Stage 2 of Community Engagement & changes made	• Nil

Informal Meeting Details	Councillor Attendance/Apology	Officer Attendance	Agenda Items	Conflict of Interest Disclosures
Councillor Strategic Session **6 August 2024**	Crs Aitken, Cadwell, Harwood, Mason, Moloney, Murrihy, Nelson, *Apologies:* *Cr Sullivan (Leave of Absence)* *Cr Wilkinson (Apology)* *Cr Hathway (Apology)* *Cr Kontelj* (*Apology)*	A Basford (A/CEO) T Edwards (EXEC DIR) T Bradley (EXEC DIR) A Locke (A/EXEC DIR) A Martin (CHIEF GOVERNANCE & RISK OFFICER) S Nuttall (MGR) K Shearer (MGR) T Whiting (LEAD STRATEGIC TANSPORT PLANNING) M Thomson (CHIEF PEOPLE OFFICER) E Ryan (A/CO ORD)	*Presentations:* • RSIP – Geelong Projects • Integrated Transport Strategy – Phase 1 Engagement • Employee Opinion Survey	• Nil
Councillor Briefing **13 August 2024**	Crs Aitken, Wilkinson, Moloney, Murrihy, Mason, Cadwell, Kontelj, Nelson (*dep 6.35pm*) *Apologies:* *Cr Sullivan (Leave of Absence)* *Cr Harwood (Apology)* Cr *Hathway(Apology)*	A Wastie (CEO) T Edwards (EXEC DIR) A Basford (EXEC DIR) J Stirton (EXEC DIR) T Bradley (EXEC DIR) A Martin (CHIEF GOVERNANCE & RISK OFFICER) E Ryan (A/CO ORD) J Douglas (A/MGR) A MILLER (MGR) J Thomas (CO ORD) J Meaden (CO ORD) K Pizzi (MGR) C Quach (SNR STRATEGIC PLANNER) A Robb (CO ORD) J Radles (MGR) P Smith (CO ORD) A Bowkett (MGR) D Scott (CO ORD) D Bushell (MGR) *External:* D Preiss (CEO Employment & Remuneration Committee Member) *(Joined 8.15pm)*	*Presentations:* • Council Adoption of Neighbourhood Amenity Local Law 2024 and Local Law Manual 2024 • Creamery Road Precinct Structure Plan (PSP) • Planning Scheme Amendment to Introduce Additional Properties in the Heritage Overlay Reports: • Adoption of the Disability Access and Inclusion Plan 2024-28 • Council Adoption of Neighbourhood Amenity Local Law 2024 and Local Law Manual 2024 • Park Street, Portarlington - Declaration Report – Special Rate and Charge scheme SRC 362 • Planning Scheme Amendment to Introduce Additional Properties in the Heritage Overlay • Proposed Sale of part 43 The Boulevard Norlane • Economic Development Advisory Board Options Paper • Creamery Road Precinct Structure Plan and Development Contributions Plan • Mayor's Travel Report – UNESCO • Amendment C432ggee South Geelong Urban Design Framework - Consideration of Submissions • T2400071 - Rippleside Inclusive Playspace & Public Toilet • CEO Employment and Remuneration Matter (Confidential)	• Nil

4. PLANNING DELEGATIONS

Source: **Placemaking**
Executive Director: **Tennille Bradley**

Purpose

1. To provide the schedule of planning permit applications determined under delegation since the last report.

Background

2. Section 11 of the *Local Government Act 2020* and section 188 of the *Planning and Environment Act 1987* empower Council to delegate its powers, duties and functions under relevant legislation to members of Council staff.

3. Section 63 of the *Local Government Act 2020* and section 188 of the *Planning and Environment Act 1987* allow Council to establish a delegated committee with the power to determine planning permit applications.

4. Council to Staff Instrument of Delegation allows staff to determine planning permit applications where there are less than 6 objections lodged.

5. The Planning Committee's terms of reference provide for determination of planning permit applications where there are 6 or more objections lodged.

6. The City is required by Council to provide information on planning permit applications determined under delegation.

Key Matters

7. The Schedule attached to this report provides information on the planning permit applications determined under delegation since the last report.

RESOLUTION - Item 4.1

Cr Mason moved, Cr Wilkinson seconded -

That Council receive the information in the Schedule entitled Planning Decisions Report for June and July 2024.

Carried

Planning Decisions Report June and July 2024					
App No	Location	Application Type	Decision Date	Description	No of Objectors/ Authority
PP-1287-2023	37 Meadowvale Drive, GROVEDALE VIC 3216	Construction of a Second Dwelling	6/06/2024	NOD Permit - Delegate	3
PP-1349-2022	78 Donnybrook Road, NORLANE VIC 3214	Construction of Twelve (12) Dwellings	25/06/2024	NOD Permit - Delegate	3
PP-24-2024	32 Dearborn Parade, CORIO VIC 3214	Construction of Four (4) Dwellings	17/06/2024	NOD Permit - Delegate	2
PP-659-2020/A	1/9 Lambert Avenue, NEWTOWN VIC 3220	Use and Development of an Indoor Recreation Facility and Food and Drink Premises (Cafe), Display of Business Identification Signage and Consent for Car Parking	4/06/2024	NOD Permit - Delegate	1
PP-983-2023	5 Pevensey Crescent, GEELONG VIC 3220	Partial Demolition and Alterations and Additions to a Dwelling and Construction of a Garage in a Heritage Overlay	4/06/2024	NOD Permit - Delegate	3
PP-1020-2023	4 Ramblers Road, PORTARLINGTON VIC 3223	Construction of a Dwelling	12/07/2024	NOD Permit - Delegate	1
PP-173-2024	128 Orton Street, OCEAN GROVE VIC 3226	Construction of a Dwelling and Removal of Vegetation (Tree Pruning)	26/07/2024	NOD Permit - Delegate	1
PP-221-2024	14 Verner Street, SOUTH GEELONG VIC 3220	Partial Demolition and Buildings and Works in a Heritage Overlay	4/07/2024	NOD Permit - Delegate	1
PP-238-2002/A	142-152 Townsend Road, ST ALBANS PARK VIC 3219	Use and Development of a Retirement Village (Including 110 Residential Units for Seniors Accommodation, Two Caretakers Residences, Community Centres and Associated Carparking) and Reduction of Car Parking	1/07/2024	NOD Amended Permit - Delegate	2

PP-247-2024	152-180 Old St Leonards Road, ST LEONARDS VIC 3223	Use and Development of the Land for Rural Worker Accommodation	3/07/2024	NOD Permit - Delegate	3
PP-267-2024	38 Willis Street, PORTARLINGTON VIC 3223	Construction of Two (2) Dwellings	31/07/2024	NOD Permit - Delegate	2
PP-301-2024	92 Dare Street, OCEAN GROVE VIC 3226	Construction of a Dwelling greater than 7.5m in Height	30/07/2024	NOD Permit - Delegate	2
PP-332-2024	45 The Parade, OCEAN GROVE VIC 3226	Alterations and Additions to a Dwelling exceeding 7.5 metres in Height above Natural Ground Level	17/07/2024	NOD Permit - Delegate	1
PP-542-2023	148 Separation Street, BELL PARK VIC 3215	Construction of a Second Dwelling, Two Lot Subdivision and Alteration of Access to a Road in a Transport Zone 2	4/07/2024	NOD Permit - Delegate	1
PP-634-2018/B	137-167 Cox Road, NORLANE VIC 3214	Staged Multi-Lot Subdivision and Create Access to a Road in a Transport 2 Zone	25/07/2024	NOD Amended Permit - Delegate	2
PP-639-2023	55 Coppards Road, MOOLAP VIC 3224	Use of the Land for Food Preparation & Cooking (Catering Van)	16/07/2024	NOD Permit - Delegate	1
PP-673-2023	36 Albert Street, GEELONG WEST VIC 3218	Demolition of a Dwelling and Construction of a Dwelling	29/07/2024	NOD Permit - Delegate	1
PP-68-2023	80 Goldsworthy Road, CORIO VIC 3214	Construction of Nine (9) Dwellings	22/07/2024	NOD Permit - Delegate	3
PP-73-2019/A	14-26 Basin Rise, HIGHTON VIC 3216	Construction of Twenty-Six (26) Dwellings, including Dwellings exceeding 7.5m in height and a reduction of car parking	8/07/2024	NOD Amended Permit - Delegate	5
PP-81-2024	124A Clifton Springs Road, DRYSDALE VIC 3222	Two (2) Lot Subdivision	16/07/2024	NOD - SPEAR	1

PP-1216-2023	234 Roslyn Road, HIGHTON VIC 3216	Use and Development of a Place of Worship with construction (extension) of building and works for the creation of a carpark	12/07/2024	NOD Permit	Decision Making Committee
PP-547-2022	15 Baenschs Lane, ARMSTRONG CREEK VIC 3217	Construction of a Telecommunications Facility	12/07/2024	NOD Permit	Decision Making Committee
PP-729-2023	48-50 Clifton Springs Road, DRYSDALE VIC 3222	Use and Development of a Child Care Centre and a Reduction of Car Parking	15/07/2024	NOD Permit	Decision Making Committee
PP-810-2023	6 South Valley Road, HIGHTON VIC 3216	Construction of Five (5) Dwellings & Five (5) Lot Subdivision and Alter/Create Access to a Road in a Transport Zone 2	19/07/2024	NOD Permit	Decision Making Committee
PP-882-2023	2 Garden Street, GEELONG VIC 3220	Partial Demolition, Alterations and Additions to a Dwelling and a Front Fence in a Heritage Overlay	19/07/2024	Refusal	Decision Making Committee
PP-1585-2021	26 Hicks Street, LARA VIC 3212	Development of a Multi Storey Building, Use of the Land for a Shop, Internally Illuminated Sign and a Reduction of Car Parking	28/06/2024	Refusal to Grant a Planning Permit	Planning Committee
PP-843-2023	11 Mumm Street, WAURN PONDS VIC 3216	Construction of a Second Dwelling	20/06/2024	Refusal	Decision Making Committee
PP-935-2020	34 Barrabool Road, HIGHTON VIC 3216	Construction of Ten (10) Apartments, Multi-lot Subdivision, and Alteration of Access to a Road in a Transport Zone 2	28/06/2024	NOD Permit	Planning Committee

5. CONFIDENTIAL

Council will close the meeting to the public in accordance with the provision of section 66(2) of the *Local Government Act 2020* to consider the following list of items.

5.1. CEO Employment and Remuneration Matter (Confidential)

CONFIDENTIAL

RESOLUTION - Item 5.1

Cr Kontelj moved, Cr Nelson seconded -

That Council consider this report at the conclusion of the meeting as it is designated confidential by the Chief Executive Officer pursuant to sections 3(1) and 66 of *the Local Government Act 2020*, 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 Chief Executive Officer's personal affairs. The information in this report is also confidential in that it contains information from a meeting closed to the public in accordance with section 66(2) of the Act.

Carried

6. CLOSE OF MEETING

Cr Kontelj moved, Cr Wilkinson Seconded -

That the meeting be closed to the public.

Carried

The meeting was closed to the public at 8.49pm.

Cr Nelson moved, Cr Mason Seconded -

That the meeting be re-opened to the public.

Carried

The meeting was re-opened to the public at 9.05pm.

As there was no further business the meeting at 9.05pm on Tuesday 27 August 2024.

Signed: _____

Cr Trent Sullivan (Mayor)

Date: _____