AGENDA

COUNCIL MEETING

Tuesday 26 August 2025
6:00 pm

City Hall
57 Little Malop Street, Geelong 3220

TO BE LIVE STREAMED ON THE CITY'S WEBSITE:
www.geelongaustralia.com.au/meetings

COUNCIL:

Cr S Kontelj (Kardinia Ward) - Mayor
Cr R Nelson (Barrabool Hills Ward) - Deputy Mayor
Cr E Sinclair (Charlemont Ward)
Cr M Cadwell (Cheetham Ward)
Cr E Wilkinson (Connewarre Ward)
Cr A Aitken (Corio Ward)
Cr A Katos (Deakin Ward)
Cr E Kontelj (Hamlyn Heights Ward)
Cr T Sullivan (Leopold Ward)
Cr R Story (Murradoc Ward)
Cr C Burson (You Yangs Ward)

CITY OF GREATER GEELONG

1. PROCEDURAL MATTERS 4
1.1. Acknowledgement of Country 4
1.2. Apologies 4
1.3. Leaves of Absence 4
1.4. Declarations of Conflicts of Interest 4
1.5. Confirmation of Minutes 4
1.6. Public Question and Submission Time 4
1.7. Petitions 4
2. REPORTS 5
2.1. Rainbow Action Plan 5
2.2. Youth Council Second Report 2025 23
2.3. Draft Sovereign Drive Recreation Reserve Master Plan 31
2.4. Draft Geelong Waterfront Master Plan 71
2.5. Cr Story and Cr Sullivan Interstate Travel - Australian Local Government Association 137
2.6. Proposed sale of land Former Saleyards at 125-135 Weddell Road, North Geelong 153
2.7. Willis Street (Harding - Brown), Portarlington - Declaration of Charge - Special Rate and Charge Scheme - SRC 372 159
2.8. Amendment C278ggee - Marshall Precinct Structure Plan - Consideration of Panel Report and Adoption of Amendment 189
2.9. Amendment C457ggee - Highton Urban Design Framework Implementation - Consideration of Panel Report and Adoption of Amendment 541
2.10. T2500041 - Drainage Inspection and Vacuum/Drain Cleaning Plant Hire Services 587
2.11. T2500024 - Landy Field Pavilion Redevelopment - Construction 591
2.12. T2500051 - North Bellarine Aquatic Centre Stage 2 – Design & Construct 595
2.13. T2500053 - Drysdale Sports Precinct Stage 2 599
2.14. T2500098 - Ocean Grove District Ride Centre 603
2.15. Planning Authorisation - Council to Staff 607
3. RECORD OF INFORMAL MEETINGS OF COUNCILLORS 611
4. CONFIDENTIAL 615

4.1. GME External Committee Member Appointment 2025-2029 (Confidential) 615

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

1.3. Leaves of Absence

That Leave of Absence be granted to Cr M Cadwell from 18 August 2025 to 21 August 2025, inclusive.

That Leave of Absence be granted to Cr R Story from 3 September 2025 to 9 September 2025, inclusive.

1.4. Declarations of Conflicts of Interest

1.5. Confirmation of Minutes

That the Minutes of the Council Meeting held on 22 July 2025 be confirmed.

1.6. Public Question and Submission Time

1.7. Petitions

1. Opposing footpath final – Clifton Street, Clifton Springs

2. Proposed sale of land – 48-58 Barton Street, Bell Park

2. REPORTS

2.1. Rainbow Action Plan

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Purpose

1. That Council adopt the Rainbow Action Plan (2025-2029) (Attachment 1).

Background

2. In May 2024, Council unanimously passed a resolution to develop a stand-alone Rainbow Action Plan.

3. To inform the development of the Rainbow Action Plan (2025-2029) round one of community engagement and consultation was conducted over August and September 2024.

4. Based on round one of consultation, the draft Rainbow Action Plan (2025-2029) was developed.

5. From 17 May 2025 to 31 May 2025, the City commenced community feedback on the draft Rainbow Action Plan 2025-2029. The City asked the community to provide feedback on the work included in the draft Rainbow Action Plan. The City's aim is to ensure the plan reflects the priorities and concerns of Geelong's LGBTQIA+ community.

6. The second round of consultation drew 693 responses from a diverse cross-section of residents, workers, students, business owners, and visitors. Participants shared their views on how the plan reflects their lived experiences and priorities across four key areas: understanding, inclusion, visibility, and safety.

7. The community engagement process was open to all residents of Greater Geelong. A webpage was put on the City of Greater Geelong (the City) Have Your Say website.

8. Second-round consultation emphasised the importance of safety measures that are both visible and operational in public spaces, workplaces, and schools; revival of the Youth Advisory Group; increased availability of gender-neutral bathrooms in council and public buildings; mandatory ongoing LGBTQIA+ training for council staff; and more queer-focused events.

9. Three community actions and two internal actions were updated to ensure feedback was taken into account. Two new community-based actions (4.1.1 & 4.1.6) were designed to account for increased safety of the community. No additional budget requirements are required.

Key Matters

10. Everyone has the right to feel safe, included and valued. This means having equal access to resources, opportunities and a voice in all areas of life. Engagement

identified that LGBTIQA+ people face unique challenges and barriers that are often overlooked by general policy and inclusion efforts. The Rainbow Action Plan seeks to address identified barriers, address discrimination and inequality, safety and wellbeing and promote LGBTIQA+ inclusion and visibility in the City of Greater Geelong.

11. There is strong support from the LGBTIQA+ community for the City of Greater Geelong Council to have a standalone Rainbow action plan.

12. Like all Councils, the City of Greater Geelong is subject to legal and regulatory requirements in relation to human rights, discrimination and equal opportunity. These obligations, including the development of a Gender Impact Assessment was applied to the development of the draft action plan.

Recommendation

That Council adopts the Rainbow Action Plan 2025-2029 (Attachment 1).

Financial Sustainability

13. The Rainbow Action Plan (2025-2029) has been developed within current budget and resourcing allocations.

Community Engagement

14. To inform the development of this action plan, community engagement was conducted over August and September 2024. The community engagement process was open to all residents of Greater Geelong. A webpage was put on the City of Greater Geelong (the City) Have Your Say website and four consultation workshops were hosted.

15. The purpose of engagement was to hear from the LGBTQIA+ community about how the City can improve LGBTQIA+ inclusion. There were 220 survey responses and 39 workshop participants. The engagement heard that key barriers to inclusion included a lack of safety, challenges finding connection and community, and experiences of discrimination.

16. From 17 May 2025 to 31 May 2025, the City commenced community feedback on the draft Rainbow Action Plan 2025-2029. The City asked the community to provide feedback on the work included in the draft Rainbow Action Plan. The City's aim is to ensure the plan reflects the priorities and concerns of Geelong's LGBTQIA+ community.

17. The second round of consultation drew 693 responses from a diverse cross-section of residents, workers, students, business owners, and visitors. Participants shared their views on how the plan reflects their lived experiences and priorities across four key areas: understanding, inclusion, visibility, and safety.

18. At both the community and internal staff IDAHOBIT events, the City launched the second round of consultation for the Rainbow Action Plan by sharing key updates and inviting open discussion. The community event created space for lived experience voices, while the staff event focused on workplace inclusion and practical actions.

19. Feedback was overwhelmingly supportive, with many respondents expressing that the plan directly impacts them or their loved ones. Contributors described the plan as a meaningful and necessary step toward building a more inclusive, visible, and safe Greater Geelong for LGBTQIA+ people and allies.

Social Equity and Sustainability

20. The Rainbow Action Plan (2025-2029) sets out the steps the City will take to create a safe, fair and inclusive environment for the City's LGBTQIA+ community and employees.

21. 9.6% of adults in Greater Geelong identify as LGBTQIA+ (Source: Victorian Population Health Survey 2023). This equates to more than 34,000 adults in Geelong identifying as LGBTQIA+. The City recognises the need for better data about the LGBTIQA+ community, acknowledging that some people may feel uncomfortable participating in surveys or sharing personal information, and that non-participation can impact the accuracy of results.

Relevant Law/Policy/Legal Implications

22. The City of Greater Geelong is, like all councils, subject to a number of legal and regulatory requirements in relation to human rights, discrimination, and equal opportunity.

23. The *Equal Opportunity Act 2010* s 15(2) stipulates that:

    23.1. A person must take reasonable and proportionate measures to eliminate ... discrimination, sexual harassment or victimisation as far as possible.

24. The *Charter of Human Rights and Responsibilities* s 38(1) stipulates that:

    24.1. It is unlawful for a public authority to act in a way that is incompatible with a human right or, in making a decision, to fail to give proper consideration to a relevant human right.

25. The *Gender Equality Act 2020* s 7 stipulates that:

    25.1. A defined entity must, in developing policies and programs and in delivering services that are to be provided to the public, or have a direct and significant impact on the public—

        25.1.1. Consider and promote gender equality; and

        25.1.2. Take necessary and proportionate action towards achieving gender equality [which means "equality of rights, opportunities, responsibilities and outcomes between persons of different genders" per s 3].

26. The *Local Government Act 2020* s 28(2)(a) stipulates that:

    26.1. In performing the role of a Councillor, a Councillor must consider the diversity of interests and needs of the municipal community.

Alignment to Community Plan and Vision

27. This report aligns with the City's Council Plan 2025-2029 strategic priority: Healthy and caring community. Identify, promote, advocate for, and deliver equitable health and wellbeing outcomes for our diverse communities.

28. 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

29. Council staff and contractors must disclose any conflict of interest before a report or advice is considered by Council or Committee (Local Government Act 2020 and Governance Rules). Interest may be general or material and relates to the advice or report.

Risk Assessment

30. The Rainbow Action Plan 2025–2029 seeks to manage a number of risks that affect the LGBTQIA+ community in the City of Greater Geelong such as (but not limited to) discrimination, safety, connection and representation. The Rainbow Action Plan seeks to ensure these risks are managed through the four guiding principles: Understanding, Inclusion, Visibility, and Safety.

Environmental Sustainability

31. This report does not amplify climate change risks.

Attachments

1. Rainbow Action Plan 2025-29 [**2.1.1** - 13 pages]



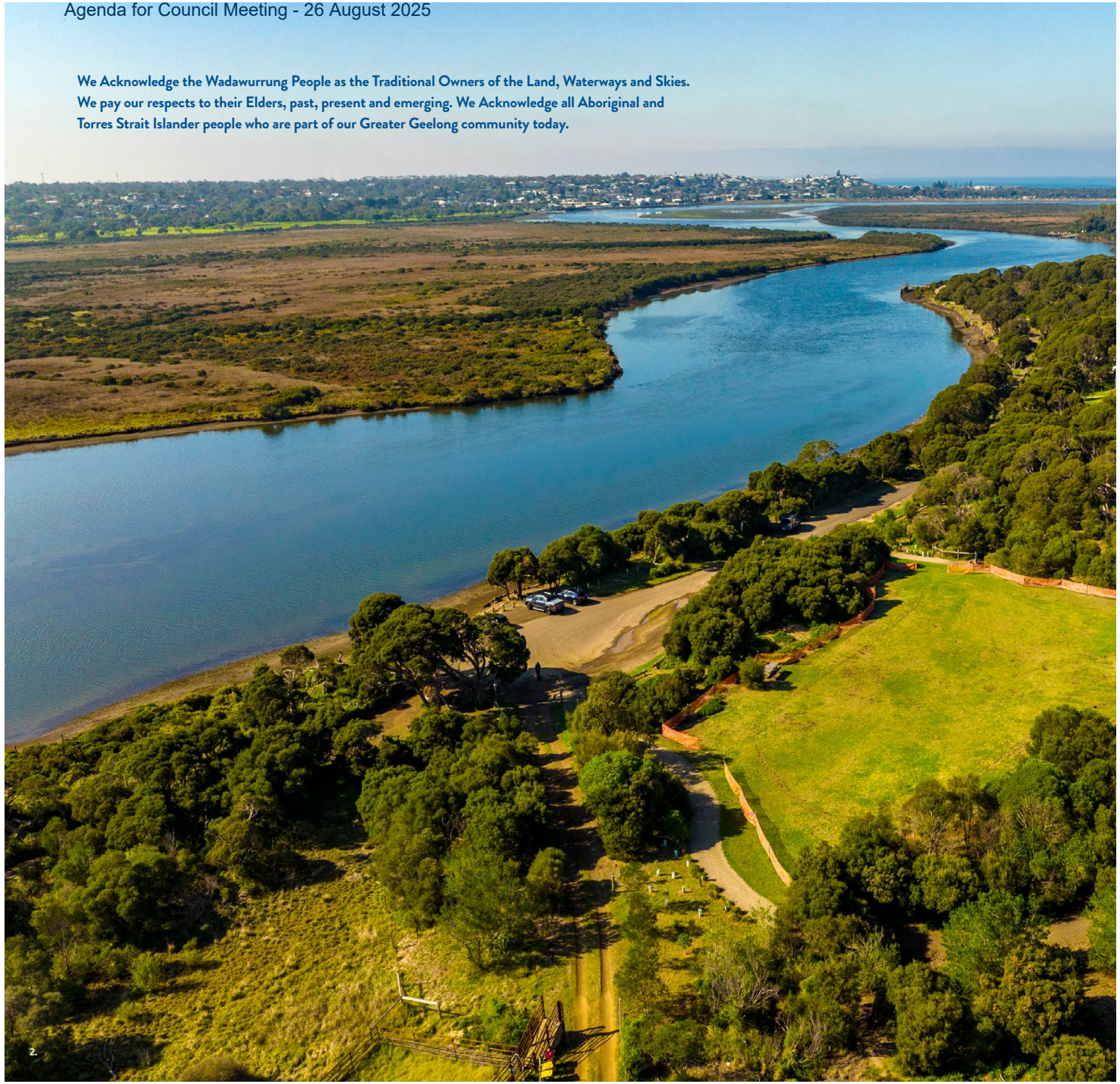
THE CITY OF
GREATER GEELONG

RAINBOW ACTION PLAN 2025–29

A MORE INCLUSIVE COMMUNITY
FOR EVERYONE

CITY OF GREATER
GEELONG

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.



CONTENTS

Message from the Mayor	4
Message from the CEO	5
Introduction	6
Why a Rainbow Action Plan is important	7
How LGBTQIA+ inclusion makes us stronger	8
LGBTQIA+ snapshot	9
Key definitions	10
What guides us	12
What we heard	14
Findings	15
Action Plan 2025-29	16
Continiung commitments	16
Principle 1: Understanding	18
Principle 2: Inclusion	19
Principle 3: Visibility	20
Principle 4: Safety	21
Measuring and reporting	22
References	23

Cover: Geelong Rainbow committee members Mag Gratwick, Mariah Courtis, Audrey Stringer, Dean Cardigan.

Photo: Barwon River, Moonah Park Barwon Heads

MESSAGE FROM THE MAYOR

The City of Greater Geelong is proud to present our inaugural Rainbow Action Plan 2025-29.

As a City, we are committed to fostering an inclusive community for all.

We strive to ensure all residents feel safe, respected and valued, while acknowledging the vital contributions of our LGBTQIA+ community make to the cultural and social fabric of our city.

Thank you to all who contributed through the consultation process at our workshops and through the Have Your Say survey. Your experiences and aspirations for the future of Greater Geelong are greatly appreciated and have been critical for building this action plan.

We encourage all Geelong residents to engage with this action plan and play your part in fostering an inclusive, diverse community.

I am excited for the implementation of our Rainbow Action Plan and look forward to seeing meaningful inclusion take place for our LGBTQIA+ community, families and allies.



Cr Dr Stretch Kontelj OAM

Mayor

City of Greater Geelong

MESSAGE FROM THE CEO

Our aspiration for an inclusive, diverse, healthy, and connected community workforce is reflected in the City's commitment to great people.

As demonstrated in our *Organisational Strategy 2024-29*, we are committed to creating an inclusive organisation that supports and encourages its employees to do their best work, have equal access to opportunities and a fair working environment.

The *Rainbow Action Plan 2025-29* sets our organisational goals to ensure our LGBTQIA+ employees feel safe, valued, and supported.

I encourage all employees, leaders and the wider community to engage with the plan and participate in the initiatives and opportunities it outlines.

Our Rainbow Action Plan aligns with our Inclusion Principles of diversity, voice, access and participation.

The plan supports our vision as an employer, for the City to be a place where our diverse workforce can thrive, feel like they belong and work effectively together. Our employees reflect and harness the power of our diverse community.

Thank you to our employees for their commitment and effort into developing our inaugural Rainbow Action Plan. I am excited to see this plan progress and meaningful change take place.



Ali Wastie

CEO

City of Greater Geelong

INTRODUCTION

LGBTQIA+ COMMUNITY INCLUSION STATEMENT

The City of Greater Geelong is committed to fostering inclusion for all. We recognise and celebrate the diversity of gender identities, sexual orientations, and lived experiences. We value the rich contributions this diversity brings to our region and our workplace.

BACKGROUND

The City of Greater Geelong has been recognised as a leader in LGBTQIA+ inclusion for many years, primarily due to work in the youth space, including the Gender and Sexuality Project (GASP) that began in 1996. In recent years, this work has progressed beyond the youth sector. Significant achievements include:

- Establishment of the LGBTQIA+ Advisory Committee in February 2023.
- Completion of the Rainbow Crossing in December 2023.
- Leadership of Geelong's annual high-profile partnership event for IDAHOBIT since 2019.
- Regular youth events and initiation of the Rainbow Youth Advisory Group.
- Flying the rainbow flag and/or transgender flag on days of significance.
- Attracting the National LGBTQIA + conference 'Better Together' to Geelong in 2024.
- Inclusive practice across Family Services.
- Range of LGBTQIA+ inclusive workplace practices, including e-learning modules for staff, email signatures and establishment of the Employee Pride Network.

RAINBOW ACTION PLAN

Our *Rainbow Action Plan 2025–29* sets out the steps we will take to create a more inclusive and supportive environment for our LGBTQIA+ community and people.

Contribution from our community has been critical to the development of this plan, with community members providing input through workshops and a survey. 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.

Delivering on our Rainbow Action Plan contributes to the delivery of our community's 30-year vision, *Greater Geelong: A Clever and Creative Future* and our *Council Plan 2025–29*.

Achievements will be joint, as we work with the whole community; residents, businesses and community organisations. The achievements we aim to make together will foster genuine inclusion and support meaningful change for our LGBTQIA+ community.

LGBTQIA+ inclusion is critical to creating a safe, fair and inclusive workforce. This action plan also includes actions that will empower our organisation to become a safer, more inclusive workplace for LGBTQIA+ employees and allies. This action plan aligns to our organisational, Diversity, Equity and Inclusion Strategy. This strategy is used to demonstrate how we will continuously move towards our goal of a diverse workplace and safe and inclusive organisation.

THANK YOU

The City of Greater Geelong acknowledges the significant effort and enthusiasm of the community and allies who contributed to the development of this Action Plan. We appreciate the ideas and practical solutions that members of the Greater Geelong community contributed.



Photo: Councillor Rowan Story AM, RFD, Councillor Emma Sinclair and Councillor Elise Wilkinson.

LGBTQIA+ people face unique challenges and barriers that are often overlooked by general policies and inclusion efforts. A dedicated action plan ensures these needs are identified and addressed in a focused, effective way.

Local government has a legislated role in promoting health and wellbeing for all members of the community, which includes contributing to building social cohesion and improving community safety.

DISCRIMINATION AND INEQUITY

LGBTQIA+ people experience higher levels of harassment, exclusion, and discrimination compared to the broader population. For example, LGBTQIA+ workers in Australia are 50% more likely to face workplace discrimination than their non-LGBTQIA+ peers.[1]

Systemic barriers in areas such as healthcare, housing, education, and employment create significant inequities, making targeted solutions essential.

SAFETY AND WELLBEING

LGBTQIA+ people face a heightened risk of hate crimes, violence, and harassment, contributing to poorer mental health outcomes and increased social isolation. Discrimination and stigma can lead to anxiety, depression, and suicidal distress, with LGBTQIA+ individuals experiencing disproportionately high rates of these challenges. Social isolation is also prevalent, particularly in regional areas, where LGBTQIA+ people may have limited support networks.

Addressing these risks requires specific actions that improve safety and wellbeing. This includes strategies to reduce discrimination, foster inclusive communities, and provide accessible, culturally competent services.

REPRESENTATION AND VISIBILITY

LGBTQIA+ people are often excluded from decision-making processes and public life due to discrimination as well as historical, social, and structural barriers. This lack of representation limits the ability to influence policies and decisions that affect the lives of LGBTQIA+ people. Increasing representation and visibility is essential to ensure that LGBTQIA+ voices are heard and valued, fostering a more inclusive society.

HOW LGBTQIA+ INCLUSION MAKES US STRONGER

Everyone has the right to feel safe, included and valued. This means having equal access to resources, opportunities and a voice in all areas of life.

When LGBTQIA+ people are supported and included, they can fully participate in community life, contribute their skills and perspectives, and build strong social connections. This strengthens our entire community, making it fairer, safer, and more welcoming for everyone.

A MORE CAPABLE AND ACCESSIBLE SERVICE DELIVERY

We all take part in community life and use City services. There is a clear need for high-quality, inclusive and accessible services that meet the diverse needs of all community members. By removing barriers and fostering positive experiences for LGBTQIA+ people accessing City services, we not only improve the lives of individuals but also enhance the City's reputation, service delivery, and overall impact. Removing barriers for this group not only enhances their access but also simplifies access for all individuals.

HEALTHY AND CONNECTED COMMUNITIES

When people feel safe, respected, and included, they are healthier and happier. A welcoming community helps everyone connect, access healthcare, and live with less stress. On the other hand, discrimination, exclusion and violence harm both mental and physical health. By making sure our community is supportive and inclusive, we help everyone live better lives.

INCLUSIVE WORKPLACES

A truly inclusive workplace is one where everyone feels safe, valued, and able to be themselves. LGBTQIA+ employees who feel safe to be themselves at work experience greater wellbeing, job satisfaction, and connection with their colleagues. A supportive environment reduces the risk of discrimination and harassment, leading to a healthier and more productive workplace.

Inclusive workplaces also drive innovation and problem-solving. When people feel valued and respected, they are more engaged, creative, and willing to share ideas. Businesses and organisations that embrace diversity attract and retain top talent, including both LGBTQIA+ employees and allies who seek fair and inclusive work cultures.

By fostering a culture of respect and belonging, we create workplaces where everyone can thrive.

ECONOMIC BENEFITS

LGBTQIA+ inclusion is good for the economy. Discrimination and exclusion create barriers to employment, career progression, and entrepreneurship, leading to lost economic potential. By fostering inclusive policies and practices, we enable LGBTQIA+ people to fully participate in the workforce, contribute to local businesses, and drive economic growth. Furthermore, cities known for their inclusivity attract tourism, investment, and skilled workers, strengthening the local economy.

Supporting LGBTQIA+ inclusion isn't just the right thing to do—it's a smart economic strategy that benefits everyone.

LGBTQIA+ SNAPSHOT

The City recognises the need for better data about the LGBTQIA+ community, especially regarding health, demographics, and diversity. We also acknowledge that some people may feel uncomfortable participating in surveys or sharing personal information, and that non-participation can impact the accuracy of results.[2]

DEMOGRAPHICS

The 2021 Census counted 78,425 same-sex couples living together in Australia. One in three of these same-sex couples were married (30.0%).[3]

17.3% of these same-sex couples had children living with them[3].

OUR COMMUNITY

9.6% of adults in Greater Geelong identify as LGBTQIA+ (Source: Victorian Population Health Survey 2023). This equates to more than 34,000 adults in Geelong identifying as LGBTQIA+. [4]

HEALTH AND WELLBEING

Geelong Preventative Health Survey[5] found people identifying as LGBTQIA+ in Greater Geelong:

- 65% self-reported lower levels of health (good, fair or poor) (47% non-LGBTQIA+).
- 32% provided life satisfaction ratings of 0-6 out of 10 (20% non-LGBTQIA+).
- 33% classified as being in severe or moderate psychological distress (11% non-LGBTQIA+).
- 39% classified as lonely (25% non-LGBTQIA+).
- 15% less often member of a sports group (29% non-LGBTQIA+).
- 26% member of a professional group or academic society (14% non-LGBTQIA+).
- 43% walk continuously for more than 10 minutes 7+ times a week (32% non-LGBTQIA+).
- 10% less often sedentary (20% non-LGBTQIA+).
- 19% smoke (9% non-LGBTQIA+).
- Lower instance of having someone outside the household they can rely on in an emergency (75%, 86% non-LGBTQIA+).
- Lower instance of being able to raise $2,000 in a week in an emergency (71%, 82% non-LGBTQIA+).
- 17% had run out of food and couldn't afford to buy more (7% non-LGBTQIA+).
- 18% live in a home where the temperature is always uncomfortable (6% non-LGBTQIA+).
- 14% feel unsafe in the area where they live (5% non-LGBTQIA+).
- 22% rated the area where they live as more unsafe than other areas of Greater Geelong (8% non-LGBTQIA+).
- 32% had experienced discrimination (15% non-LGBTQIA+). Of these 29% said it was due to their sexual orientation.

38.1%

of LGBTQIA+ Victorians report having a disability or long-term health condition, including mental health, compared with 17.7% of the general Australian population.[6]

54.3%

of LGBTQIA+ Victorians report high or very high levels of psychological distress in the past four weeks compared with 13% of the general population.[7]

73.2%

of LGBTQIA+ Victorians have considered suicide compared with 13.2% of the general Australian population.[7]

KEY DEFINITIONS

DEFINING LGBTQIA+

LGBTQIA+ is an abbreviation for lesbian, gay, bisexual, trans and gender diverse, queer or questioning, intersex, asexual, and more. These terms are used to describe a person's sexual orientation or gender identity[8]. This is an inclusive umbrella abbreviation of diverse sexualities, genders and sex characteristics.

L	Lesbian
G	Gay
B	Bisexual
T	Trans and Gender diverse
Q	Queer
I	Intersex
A	Asexual and Aromantic
+	A plus sign represents the infinite variety of identities outside of, or not represented by, the acronym

Everyone has a sex, gender, and sexuality, which relate to our bodies, identities, and how we express ourselves.

Intersex is a term describing people born with sex characteristics (including chromosomes, hormones, and/or anatomy) that don't fit typical binary notions of male or female. It's not a gender identity or sexuality, but rather a variation in physical sex characteristics.

This highlights that people may identify with many different labels and identities that are not mentioned in the LGBTQIA+ acronym.

It is important to note that definitions and meanings of sexuality and gender continue to change over time.



Photo: The City of Greater Geelong Pride Network with CEO Ali Wastie and the Pride Progress Flag 2025.

PROGRESS PRIDE FLAG

The City of Greater Geelong uses the Progress Pride Flag as the most inclusive rainbow flag. It is used on Geelong's Rainbow Crossing and when flying flags on days of significance.

Created in 2018 by non-binary artist and designer Daniel Quasar, the Progress Pride Flag was based on the iconic rainbow flag from 1978 and is celebrated for honouring LGBTQIA+ diversity. The Progress Pride design incorporates an arrow with colours symbolising the intersex community, people who identify as transgender or gender diverse and people of colour, emphasizing the ongoing progress towards equality and intersectionality within the LGBTQIA+ movement.



Image: Progress Pride Flag by Daniel Quasar.

WHAT GUIDES US

RECOGNISING THE RIGHTS OF THE RAINBOW COMMUNITY

The City of Greater Geelong is, like all councils, subject to a number of legal and regulatory requirements in relation to human rights, discrimination, and equal opportunity.

The *Equal Opportunity Act 2010 s 15(2)* stipulates that:

- A person must take reasonable and proportionate measures to eliminate...discrimination, sexual harassment or victimisation as far as possible.

The *Charter of Human Rights and Responsibilities s 38(1)* stipulates that:

- It is unlawful for a public authority to act in a way that is incompatible with a human right or, in making a decision, to fail to give proper consideration to a relevant human right.

The *Gender Equality Act 2020 s 7* stipulates that:

- A defined entity must, in developing policies and programs and in delivering services that are to be provided to the public, or have a direct and significant impact on the public —

  (a) consider and promote gender equality; and

  (b) take necessary and proportionate action towards achieving gender equality [which means "equality of rights, opportunities, responsibilities and outcomes between persons of different genders" per s 3].

The Local Government Act 2020 s 28(2)(a) stipulates that:

- In performing the role of a Councillor, a Councillor must consider the diversity of interests and needs of the municipal community.

RAINBOW READY ROADMAP

We have committed to using the *Rainbow Ready roadmap* to guide our Rainbow actions.

The *roadmap* offers resources to help rural and regional communities in Victoria become more inclusive of lesbian, gay, bisexual, trans and gender diverse, intersex, and queer (LGBTQIA+) people. It supports the *Victorian Government's LGBTQIA+ Strategy 2022–32* by helping create safer and stronger communities. Developed through consultation with LGBTQIA+ communities, including feedback from the LGBTQIA+ Rural and Regional Roadshow, the roadmap aims to address challenges faced by LGBTQIA+ people in regional and rural areas.

The roadmap offers practical tools and resources to guide communities in making meaningful local changes to support and celebrate diversity and LGBTQIA+ people. It is designed to help plan, deliver, and evaluate Rainbow Ready activities, ensuring that initiatives are inclusive and impactful.

The final goal of the roadmap is for communities to earn Rainbow Ready status, which signals that a setting is safe, welcoming, and inclusive for LGBTQIA+ people. The City of Greater Geelong is using this roadmap to build this action plan for creating a more inclusive community for LGBTQIA+ people and their families.

CITY OF GREATER GEELONG 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 the following priority populations: People with disability, Aboriginal and Torres Strait Islander peoples, women, LGBTQIA+ community, young people, older people, culturally and linguistically diverse communities, refugees and asylum seekers, rural and peri-rural residents and people facing socio-economic disadvantage.

DIVERSITY, EQUITY AND INCLUSION STRATEGY

The City of Greater Geelong's *Diversity, Equity and Inclusion Strategy* sets the framework for a strategically aligned, organisation-wide approach to inclusion and diversity. This framework demonstrates the pathway we will take to achieve our goal of a diverse workplace and safe and inclusive organisation.

This strategy sets the framework for our internal actions within our action plans. Regular action plans hold us accountable for achieving identified outcomes and commit the organisation to effect positive, sustainable change for our employees. We seek to build awareness and capability, monitor and track our progress, shape an inclusive environment and embed inclusion across all stages of the employee experience.

ORGANISATIONAL STRATEGY 2024–29

As demonstrated in our *Organisational Strategy 2024–29* we are committed to creating an inclusive organisation that supports and encourages its employees to do their best work, have equal access to opportunities and a fair working environment.

We make this commitment with our customers and community in mind knowing that our customers will be better understood and our services more innovative when we are a mature, inclusive and diverse organisation.

GENDER IMPACT ASSESSMENT

A Gender Impact Assessment (GIA) was conducted to inform the development of this plan. The purpose of gender impact assessments is to create better and fairer outcomes, and make sure all people have equal access to opportunities and resources. This ensures we are meeting our obligations under the Gender Equality Act 2020 (VIC).

WHAT WE HEARD

ENGAGING WITH THE GREATER GEELONG COMMUNITY

Community consultation was undertaken to gain a better understanding on how we can make the LGBTQIA+ community feel more included in Greater Geelong.

WHAT WE ASKED

The primary purpose of the community engagement was to hear from the LGBTQIA+ community and allies about how the City can improve LGBTQIA+ inclusion.
This feedback guided the development of our first LGBTQIA+ Action Plan.

WHO RESPONDED

220
ONLINE SURVEYS COMPLETED

39
PEOPLE ATTENDED 4 WORKSHOPS

29
DAYS OF ENGAGEMENT

1
WRITTEN SUBMISSION

693
FEEDBACK RESPONSES IN SECOND-ROUND ENGAGEMENT'

HAVE YOUR SAY SURVEY RESPONDENTS

- 220 responses
- 26% identified as being part of the LGBTQIA+ community
- 5% identified as being allies of the LGBTQIA+ community
- 38% were aged 35-49 years, 15% 50-59 years and 15% 25-34 years
- 4% were Aboriginal or Torres Strait Islander
- 46% were women, 34% were men, 3% non-binary, 5% self-described their gender and 12% preferred not to say
- 12% identified as people with disability
- 10% were migrants.

VOICES FROM OUR COMMUNITY

The below quotes were received in LGBTQIA+ community consultations for the Rainbow Action Plan.

'A lot of people in the community struggle to go out in the evenings because they know they won't be welcomed in certain spaces. There's still a large sense of not being accepted, especially if someone presents differently.'

'It's also important for Council to make a positive public statement.'

'There does need to be a greater focus on social activities for the queer community. I think that's something that needs to be supported by local government. From social connections within the community, it leads to activity and positive outcomes.'

'We should not be stopping events because of keyboard warriors. We wouldn't be where we are today if we'd stopped because of attacks on social media.'

'When I go out alone, I tend to overhear a lot of racist, homophobic, and (...) shaming conversations, which has made me want to shrink away. I've even driven home in tears before, thinking, "What am I doing here?" '

FINDINGS

WHAT THE CITY IS DOING WELL

The City sought feedback from the community to understand what it was doing well to support LGBTQIA+ inclusion. Key examples of positive initiatives highlighted included the installation of the rainbow crossing as a visible symbol of inclusion, the organisation of LGBTQIA+ events that celebrate diversity, and ongoing consultation with the LGBTQIA+ community to ensure their voices are heard. Additionally, the City's youth services and events were recognised as important contributors to fostering a sense of belonging and support for young LGBTQIA+ individuals. These efforts reflect the City's commitment to creating an inclusive and welcoming environment for all.

BARRIERS

Four key themes outline the challenges to inclusion faced by the LGBTQIA+ community:

- safety and visibility
- connection and community
- resources and leadership
- discrimination and access.

Safety and Visibility

Significant safety concerns were highlighted, both cultural and physical. A lack of cultural safety was reported, which involves not feeling accepted, respected or represented within the community. This was compounded by fears for physical safety, particularly among young people, trans and gender-diverse individuals, and those who did not conform to traditional appearance norms.

'In general, walking around Geelong as a visibly queer person can feel unsafe.'

Connection and Community

There was significant discussion among participants about the challenges of building community and finding connections. Many expressed feelings of social exclusion, struggling to find ways to engage with others and often feeling isolated. The search for connection and inclusion was a common theme throughout the discussions.

'I've lived here my whole life, and while things have improved, there's still a sense of isolation compared to places like Melbourne. The queer community here is small, and for people over 30, the resources are limited'

Resources and Leadership

Many community LGBTQIA+ initiatives are driven by a small number of dedicated volunteers and community leaders. This places an unsustainable burden on these individuals, often leading to burnout and significant mental and physical health challenges.

'I'd add that while we have organisations and individuals doing great work, there aren't enough allies stepping up. It's mostly the queer community doing the heavy lifting.'

Discrimination and Access

A key issue raised was discrimination and access, with participants highlighting numerous challenges in finding culturally safe and inclusive services, including healthcare, employment, businesses and community activities.

Many felt that general and mental health services were not culturally safe for queer individuals, particularly for trans and gender diverse people.

'I think we also need to address how services are accessed. Many families want to access mainstream services but face discrimination.'

ACTION PLAN 2025-29

Our understanding of community needs through consultation with the Rainbow Community guided the development of this plan. Community needs were workshopped by multiple departments within the City of Greater Geelong to shape the actions included. Where possible, the City will commit to implementing actions in consultation with the Rainbow Community.

STRUCTURE OF THE ACTION PLAN

All principles within this plan hold equal importance, with no one principle taking precedence over the others. The order reflects the structure and is in alignment with the Victorian Government *Rainbow Ready roadmap*.

To create an enabling environment in Greater Geelong for LGBTQIA+ people we will structure our actions around the four key principles:

- Principle 1: Understanding
- Principle 2: Inclusion
- Principle 3: Visibility
- Principle 4: Safety

ACTION PLAN TIMEFRAME

Year 1: 2025-26

Year 2: 2026-27

Year 3: 2027-28

Year 4: 2028-29

CONTINUING COMMITMENTS

COMMITMENTS

Before outlining the specific actions within the plan, it is important to acknowledge that the City of Greater Geelong has a number of ongoing commitments to LGBTQIA+ inclusion. These commitments form the foundation of our work and will continue to be upheld alongside the actions in this plan.

Maintaining and strengthening partnerships with LGBTQIA+ community organisations and advocacy groups

- Convening the LGBTQIA+ Advisory Committee.
- Creating safe and inclusive spaces for LGBTQIA+ young people that celebrate their diverse identities and experiences including the Gender and Sexuality Project (GASP).
- Providing LGBTQIA+ young people with opportunities for social connection and support them to participate in community activities that promote a sense of belonging and social inclusion.
- Empowering LGBTQIA+ young people to share their lived experience, actively participate in decision-making processes and have their voices heard.
- Connecting with other local governments.
- Youth Development Unit capacity building work with schools including the Standout Community of Practice.

Actively fostering a safe, respectful, and welcoming environment for LGBTQIA+ staff, residents, and visitors

- Maintaining the Rainbow Crossing
- Flying flags on days of significance.
- Convey that service is LGBTQIA+ friendly by creating a welcoming and inclusive environment through visual cues and signage.



Photo: Performance by 2Joocee at Geelong Rainbow Festival 2024.

PRINCIPLE 1: UNDERSTANDING

LGBTQIA+ inclusion is underpinned by education and understanding

Education to provide all communities with knowledge of LGBTQIA+ experiences, histories and challenges is key to widespread inclusion and meaningful allyship.[9]

Ref #	Action	Year	KPIs	Lead Unit(s)
1.1.1	Develop/source and deliver inclusive practice training for community members, including allyship and bystander action training.	Years 2-4	Priority setting identified. Training approach documented. Number trainings delivered to priority settings.	Community Inclusion
1.1.2	Identify and deliver public art projects that include LGBTQIA+ histories and experiences.	Year 2	Pilot project initiated	Public Art and Culture
1.1.3	Employee rainbow lanyards will be made available to staff who complete the 'LGBTQ+ inclusion in the workplace training' to promote safety and visibility in the workplace.	Year 1-4	Number of staff who have completed training. Yearly increase in the number of employees joining the internal staff Pride Network. Number of employees attending Pride Network meetings, events, or activities.	Inclusion & Diversity Communications

PRINCIPLE 2: INCLUSION

LGBTQIA+ people are included in the journey

Participation of LGBTQIA+ people in activities is critical to achieving and maintaining LGBTQIA+ inclusion. It is also critical for empowering of LGBTQIA+ people. [9]

Ref #	Action	Year	KPIs	Lead Unit(s)
2.1.1	Promote awareness of LGBTQIA+ initiatives and programs for all staff via communications and events including an employee IDAHOBIT event.	Year 1-4	Number of events attended. Percentage of Senior Leadership presence.	Inclusion & Diversity and Communications
2.1.2	Strengthen collaboration with LGBTQIA+ community groups and organisations, fostering relationships, shared understanding, and mutual support to advance inclusion and equity.	Year 1-4	Stakeholder analysis undertaken and documented.	Community Inclusion
2.1.3	Promote opportunities for LGBTQIA+ adults to connect with one another.	Year 1-4	Increase in City promotion of LGBTQIA+ connection opportunities on website. Need for newsletter assessed and documented.	Community Inclusion
2.1.4	All early years services to sign up to the Welcome Here project by Dec 2025. Annual review of all forms and administrative requirements for parents to ensure inclusive language is used. Commitment to annual training both internal or external for early years staff.	Year 1-4	Number of centres engaged in the Welcome here project. Annual review of forms completed. Number of staff attendances at training sessions	Family Services
2.1.5	Support local LGBTQIA+ events through partnerships, capacity building and promotion, while taking a leadership role to deliver an annual community based IDAHOBIT event and a Wear It Purple youth event.	Year 1-4	Annual community-based IDAHOBIT and Wear It Purple events held. Evidence of support for community organisations working on LGBTQIA+ events documented.	Community Inclusion

PRINCIPLE 3: VISIBILITY

LGBTQIA+ people and their culture are visible and celebrated

The visibility of LGBTQIA+ people and initiatives can indicate a shift towards LGBTQIA+ safety and equality. This is an important sign of hope for many LGBTQIA+ people. [9]

Ref #	Action	Year	KPIs	Lead Unit(s)
3.1.1	Enhance the visibility of LGBTQIA+ inclusion within organisational procedures by reviewing and embedding inclusive language and practices across new internal policies and processes.	Year 1-4	Percentage of existing procedures and policies reviewed for inclusive language and practices. Number of procedures updated to include explicit LGBTQIA+ inclusion measures.	Inclusion & Diversity
3.1.2	Identify a Rainbow champion at a senior level to lead the work of LGBTQIA+ inclusion.	Year 1	Rainbow champion appointed and onboarded.	Inclusion & Diversity
3.1.3	Embed LGBTQIA+ inclusive language and imagery across council documents and online content	Year 1-4	Number of documents reviewed and updated with inclusive content included.	Communications Marketing
3.1.4	Collaborate with community organisations and businesses to create welcoming and inclusive environments by promoting the use of visual cues and inclusive signage.	Year 3 or 4	Pre and post photographic evidence of public City spaces. Identifying visual cues. Priority settings identified.	Inclusion & Diversity Community Inclusion
3.1.5	Host annual diversity and inclusion workshops at the Geelong Small Business Festival to help businesses improve their ability to create more welcoming workplaces and customer environments, with a focus on LGBTQIA+ inclusion.	Year 1-4	Number of workshops delivered. Number of people who attended workshops.	Economic & Cultural Development
3.1.6	Strengthen LGBTQIA+ content on the Geelong Australia website and communications to enhance visibility, accessibility, and engagement with initiatives, events, and local resources.	Year 1 for review, then maintenance	Pre and post screen shots of website content. Percentage of new content aligned to highlighted community needs.	Community Inclusion

PRINCIPLE 4: SAFETY

LGBTQIA+ peoples' safety is a priority

Strategies are in place to identify and reduce risks to the safety of LGBTQIA+ people. Responses to LGBTQIA+-phobic incidents support LGBTQIA+ people and include actions to prevent reoccurrence. [9]

Ref #	Action	Year	KPIs	Lead Unit(s)
4.1.1	Work with the LGBTQIA+ community to identify and prioritise risks to the safety of LGBTQIA+ people.	Year 2	Community input to meet 'Collaborate' standard of the IAP2 framework. Safety risks identified and prioritised.	Community Inclusion
4.1.2	Work with our relevant People & Culture colleagues to improve capability and response to workplace harm and LGBTQIA+-phobia via training and resource sharing.	Year 2	Training program established for People Partners.	Inclusion & Diversity
4.1.3	Develop a clear and coordinated framework to respond to LGBTQIA+-phobic commentary and coverage in media and online platforms, demonstrating leadership, rejecting discrimination, and publicly supporting LGBTQIA+ people and allies.	Year 1 for messaging	Framework developed. Framework implemented.	Communications Community Inclusion
4.1.4	Work with local organisations (for example libraries, hospitality businesses) to identify and provide safe social spaces.	Year 2	Safe spaces documented. Promotional activities documented.	Community Inclusion
4.1.5	All new builds and upgrades will complete a Gender Impact Assessment (GIA) to explore implementing the recommendations of all gender facilities	Year 1	Number of GIAs completed that recommended inclusion of all gender facilities.	Inclusion & Diversity
4.1.6	Implement actions based on the findings of action 4.1.1	Year 3-4	Based on findings of 4.1.1 safety, a project developed and implemented that falls under the responsibility of local government. Advocate to other governments and organisations for work identified safety issues outside the remit of local government.	Community Inclusion

MEASURING AND REPORTING

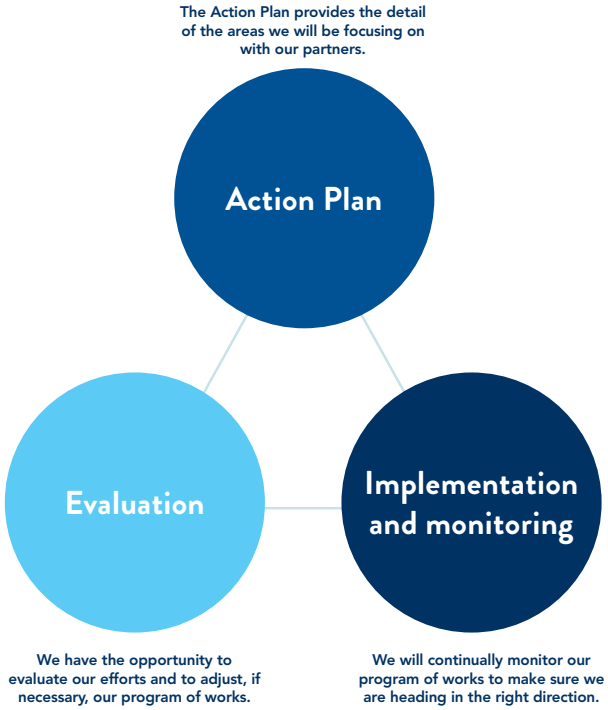
We recognise the importance of monitoring our progress over the life of the plan and reporting back to our community and organisation. The plan is accompanied by a monitoring, evaluation and learning framework which supports us to regularly track our progress and report on milestones and outcomes.

Progress will be supported by the City's Inclusion and Diversity governance structure. The organisational Rainbow Reference Group will provide quarterly reporting on actions to our Executive Leadership Team. This ensures transparency and accountability to support meaningful progress on the *Rainbow Action Plan 2025–29*.

We will also report on progress through:

- progress reporting on actions with our LGBTQIA+ Advisory Committee
- share case studies of implemented actions.

PLANNING, IMPLEMENTATION AND EVALUATION CYCLE



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This document contains important information about the City of Greater Geelong. Please contact us if you have any questions or would like to request a hard copy of the report.

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CITY OF GREATER GEELONG

2.2. Youth Council Second Report 2025

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

Purpose

1. To note the second report from the 2025 Youth Council Advisory Committee.

Background

2. At the end of 2024, 11 local young people were elected to the City of Greater Geelong Youth Council Advisory Committee (Youth Council) to represent the region's youth voice throughout 2025.

3. The members, aged between 12 and 17 at the time of nomination, come from a range of local towns and suburbs, and represent the Greater Geelong area as outlined in the Youth Council Terms of Reference.

4. Youth Council provides valuable advice and updates to Council, formulated through monthly meetings, collaboration with Councillors via the Councillor Connect Mentoring Program (CCMP), and engagement with the broader youth community.

Key Matters

5. Junior Mayor Ayush Singh has prepared the second Youth Council report for 2025. The report provides a summary of Youth Council meetings held between March and June and highlights a range of events and opportunities Youth Council members have participated in since the last report.

6. In previous years, Youth Council advice was included in mid-year reports to Council. This year, however, the advice will be incorporated into the final report only. This change intends to give Youth Council members more time to develop a deeper understanding of the issues they are advising on and to ensure it reflects the perspectives of young people across Greater Geelong.

Recommendation

That Council notes the second 2025 Youth Council Advisory Committee report at (Attachment 1).

Financial Sustainability

7. Funding for the Youth Council program and its activities is allocated in Council's annual budget.

Community Engagement

8. Youth Council members actively engage with young people in the community to gather essential feedback and input.

Social Equity and Sustainability

9. The Youth Council offers young people a platform to contribute to and participate in civic life, promoting inclusivity and equity.

Relevant Law/Policy/Legal Implications

10. The Youth Council's activities are conducted in accordance with the adopted Terms of Reference.

Alignment to Community Plan and Vision

11. This report aligns with Our Council Plan 2025-2029 strategic priorities:
Governance and integrity

12. Governance and Integrity
Healthy and Caring CommunityThis 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.
Creative and diverse culture.

Conflict of Interest

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

Risk Assessment

14. The Youth Council advises on youth-related issues and projects but does not make decisions on behalf of the City or Council. Its functions are governed by the adopted Terms of Reference.

Environmental Sustainability

15. Environmental sustainability has been identified as a key focus area for this year's Youth Council. One of their endorsed priority areas is to promote local sustainability initiatives and drive climate action.

Attachments

1. Youth Council Second Report 2025 [**2.2.1** - 6 pages]

THE CITY OF
GREATER GEELONG

YOUTH COUNCIL - SECOND REPORT TO COUNCIL

26 August 2025

JUNIOR MAYOR – AYUSH SINGH

CITY OF GREATER GEELONG

Contents

Acknowledgment of Country....3
Purpose....3
Personal Reflections....3
2025 Junior Mayor – Ayush Singh....3
2025 Junior Deputy Mayor – Alanah Forbes....3
Meetings Since the Previous Report....4
March, April, May, and June....4
Events and Opportunities....5
Councillor Connect Mentoring Program (CCMP)....5
Morning Masterclass....5
Community Conversations Event....5
Deliberative Engagement Panel Playback....5
Public Speaking Workshop....5
2026 Youth Council Nominations Promotion....5
The Nest Reference Group....6
Geelong Youth Survey....6
Conclusion....6

ACKNOWLEDGMENT OF COUNTRY

We, the Youth Council, acknowledge the Wadawurrung People as the Traditional Owners of the land on which we live, learn, work, and dream. We pay our respects to their Elders past and present, and to all emerging leaders.

We walk alongside the Wadawurrung and all First Nations Peoples to build an inclusive and respectful Geelong and to care for Country so it can thrive. We honour their deep spiritual connection to Country, plants, and animals — where the soil beneath our feet, the water in our streams, and the sun rising in the sky carry stories passed down through generations.

PURPOSE

The purpose of this report is to update Council and the community on the activities, engagement, and outcomes of the City of Greater Geelong Youth Council program from March to July 2025.

PERSONAL REFLECTIONS

2025 Junior Mayor – Ayush Singh

I have thoroughly enjoyed my time on the Youth Council so far. Even from the very start, during the Youth Council induction, it was such an enjoyable experience getting to know everyone. Every month, I have the opportunity to speak with my fellow Youth Council members about issues prevalent in our community and influence real change to better improve the lives of youth in Greater Geelong. This has been an incredible chance for me to share what I feel affects people the most and to provide my own perspective on the decisions being made.

I've been given the unique opportunity to be the spokesperson of the Youth Council as the Junior Mayor, and it's been an amazing experience to present the Youth Council reports to the Council. Although I have had previous experience in leadership and public speaking, being the Junior Mayor has undoubtedly enhanced my skills through presenting speeches to the public. For a while, I struggled with improvisation, but now I'm a lot more confident when something doesn't go to plan.

So far, as part of the Youth Council, I've met with Councillors during our Councillor Connect Mentor Program (CCMP) sessions to discuss our selected priority areas. I have also chaired our monthly Youth Council meetings and provided feedback to a variety of organisations, among other activities. These experiences have not only built my skills but also given me valuable experience that I will carry with me throughout my life. It has been inspiring to meet accomplished individuals, such as the nominees for the Women in Community Life Awards, and I'm excited to attend the Youth Awards to celebrate others who have made significant contributions to the Geelong community.

For the rest of the year, I'm excited to explore new opportunities I can be part of, and to watch the Youth Council grow together. I can't wait to see the change we create and to inspire more young people to get involved.

2025 Junior Deputy Mayor – Alanah Forbes

I am honoured to serve as the Deputy Junior Mayor and to be part of a Youth Council that is passionate, driven, and committed to creating positive change. These first six months have already been filled with unforgettable experiences, meaningful connections, and opportunities for growth. Through each of these moments, I've gained a deeper understanding of how young voices can shape the future of our community.

A particularly special moment was attending the opening of The Nest Youth Hub, a vibrant and inclusive space designed to support and uplift young people. The Nest is a culmination of years of work by previous Youth Councils and stands as a tangible example of what can be achieved when young people are given the platform and support to lead. Being there for its opening was a proud and inspiring reminder of the long-term impact youth can have.

Another standout project has been preparing for this year's Nature Festival. I've had the opportunity to help plan and promote activities focused on sustainability and environmental awareness. As someone who is passionate about the environment and hopes to pursue a career in environmental conservation, this experience was especially meaningful. It allowed me to contribute to a cause I care deeply about, collaborate with others who share the same values, and witness the power of community action in celebrating and protecting our natural surroundings.

Meeting with the councillors has also been an invaluable part of my journey. These conversations have not only given me the chance to represent young people in our region but have given me insight into the importance of collaboration, active listening, and bringing fresh ideas to the table. It's been a learning experience that I will carry with me well beyond this role.

I am incredibly fortunate to work alongside our Junior Mayor, Ayush, whose teambuilding, empathy, and dedication continue to impress. Every member of the Youth Council brings something unique and valuable to the table, and I am constantly learning from their perspectives, ideas, and passion. Being part of such a supportive and motivated team has made this experience even more meaningful.

I am excited for what the rest of 2025 will bring and am deeply grateful to my fellow Youth Council members, our coordinators, and the City of Greater Geelong for this incredible opportunity.

MEETINGS SINCE THE PREVIOUS REPORT

March, April, May, and June

Since the previous report, the Youth Council has held four monthly meetings. These sessions have provided valuable opportunities for members to learn, contribute, and advise on topics relevant to young people across Geelong.

The March meeting included a presentation from the Victorian Electoral Commission (VEC), which offered insight into democratic processes in Victoria. A highlight of the session was an interactive activity that demonstrated how preferential voting works.

During the April, May, and June meetings, Youth Council members contributed feedback on a range of City strategies and projects. These included the Integrated Transport Plan, the Promoting CHANGE (Community Health and Nutrition Engagement) project, the Geelong Nature Festival, and key strategic frameworks such as the Open Space, Public Realm, Public Art, and Community Health and Wellbeing strategies. Members shared their perspectives and experiences through a combination of workshops and consultation methods. Each topic aligns with the Youth Council's priority areas, and members hope their input will be valuable to City staff. Additionally, the insights provided to the Youth Council will help shape its formal advice to Council later in the year.

Youth Council was also invited to participate in consultation for the City's Place Brand Program, an initiative exploring Geelong's identity. In April, members received a presentation and later attended a workshop where they shared personal stories and perspectives on how young people view Geelong and how they would like the city to be represented. This was a rewarding opportunity to contribute to a conversation that will influence the city's image both locally and beyond.

External guests from organisations including Read the Play, Headspace, and Barwon Health attended the March and June meetings. A standout session was with Barwon Health's Healthy Communities Unit, who shared updates on its ongoing vape-free initiatives that have engaged various Youth Council members over the years. It was especially meaningful for members to see how previous Youth Council feedback had been integrated into campaign development. Additional advice was provided during the session, particularly around how the next phase of the campaign could address current concerns among young people.

The Youth Council extends sincere thanks to all guests who presented over the past four months. These sessions have sparked valuable discussions and inspired ideas that members look forward to exploring in future meetings.

EVENTS AND OPPORTUNITIES

Councillor Connect Mentoring Program (CCMP)

The first CCMP session in March provided a valuable opportunity for Youth Council members to connect with Councillors. Members shared the rationale behind their priority areas and discussed challenges faced by young people in Geelong. Some of the topics discussed included fees and charges in the draft budget, housing, transport, vaping, and public safety. Councillors showed genuine interest and participated in meaningful conversations. The Youth Council appreciates the engagement and looks forward to strengthening these relationships throughout the year.

Morning Masterclass

In April, one current and two former Youth Council members participated in a panel at the City's Morning Masterclass. This session gave staff a deeper understanding of the Youth Council program. The panel shared their experiences, responded to questions, and reflected on the importance of youth voice in City initiatives. It was inspiring to see so many staff actively listening and engaging with the panel. We hope this helps to strengthen the role of young people in future City projects.

Community Conversations Event

In May, Youth Council, Councillors and Council staff participated in the Community Conversations event at The Nest Youth Hub. Engagement stations focused on topics such as the draft budget, integrated transport, the draft Community Health and Wellbeing Strategy and the Youth Survey, allowing members to engage directly with the public. Prior to the event, members enjoyed the opportunity to meet with Councillors and gain insights into community engagement strategies. Shadowing Councillors during the event was a highlight, offering real-world insight into their roles and responsibilities.

Deliberative Engagement Panel Playback

In June, Youth Council was invited to a session with community panel members, Councillors and City staff to review the draft Council Plan. Three members attended and contributed to the discussions, learning about how the Plan was developed and how community feedback had shaped it. The group also discussed how young people can be engaged with the Plan moving forward and how success will be measured. It was a valuable learning experience and provided insight into strategic planning at a City level.

Public Speaking Workshop

In July, Youth Council members attended a public speaking workshop at Wurriki Nyal alongside other young leaders from programs such as Youth on Board and Amplify. The workshop covered structuring a message, speaking with confidence, and connecting with audiences. Participants left with practical techniques to support their roles as youth representatives.

2026 Youth Council Nominations Promotion

During the July school holidays, several Youth Council members were involved in promoting nominations for the 2026 Youth Council. Six members recorded audio segments for Pulse Radio, which will air on radio and Spotify. Others participated in creating promotional content for social media. These activities provided behind-the-scenes insights into media production and helped members develop new skills. Youth Council members will continue supporting the nomination period, which runs from 1 September to 3 October 2025. Promotion will focus heavily on schools, with the aim of encouraging interested young people to apply.

The Nest Reference Group

Youth Council members have been regularly attending Youth Hub Reference Group meetings, which occur every six weeks at The Nest. These meetings allow members to provide feedback from young people, reflect on their experiences in the space, and offer suggestions to help shape the environment and the activities offered. Updates are shared back with the full Youth Council to ensure the group remains informed and connected to The Nest's evolving work.

Geelong Youth Survey

Youth Council members are thrilled with the overwhelming response to the 2025 Geelong Youth Survey, which received an impressive 3,790 submissions. The Youth Council has been actively involved in the project from the outset through providing feedback on the survey questions, helping shape its format, and testing the survey prior to its launch. Several members also played a key role in promoting the survey by appearing in promotional videos and delivering presentations at their schools. This has been a valuable opportunity for Youth Council members to gain insight into the process of survey development and delivery. The results of the survey will play a crucial role in guiding the priorities and work of this year's Council, as well as informing the direction of future Youth Councils.

CONCLUSION

Youth Council members are eager to continue providing input on important issues and projects impacting young people in Geelong, especially with a focus on our four priority areas. Previous meetings have helped foster strong connections, not only among members but also with Councillors, City staff, and the wider community. These relationships make collaboration easier and more meaningful.

Youth Council is looking forward to participating in upcoming events including the Youth Awards and the next CCMP session, where we'll continue advocating for the needs of young people and exploring how we can work together to make positive change in our community.

2.3. Draft Sovereign Drive Recreation Reserve Master Plan

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

Purpose

1. To seek Council endorsement to release the Draft Sovereign Drive Recreation Reserve Master Plan for community engagement.

Background

2. The Draft Plan (at attachment 1) has been developed to guide the delivery of stage 2 of the active recreation reserve located at 81-113 Sovereign Drive, Mount Duneed. Stage 1 of the reserve was delivered in 2017 by the developer Villawood Properties.

3. The City is required to deliver this active open space reserve under its obligations in the Armstrong Creek West Precinct Structure Plan and Armstrong Creek West Development Contributions Plan to ensure that the community within the area is provided with access to infrastructure and services to support a quality, affordable and connected lifestyle.

4. The delivery of this new community recreation reserve is required to meet local sport participation demands and support recreation opportunities for the growing Mount Duneed population.

5. The Draft Plan has been developed through an extensive review of strategic documentation and policies, demographic sport and recreation trends, participation data, and detailed site investigations.

Key Matters

6. Several delivery proposals are identified in the Draft Plan including:

    6.1 Delivery of a multi-use field of play that will support participation for Australian rules football, soccer and cricket.

    6.2 Relocation and construction of competition compliant netball courts to support participation of this sport and to allow enhanced traffic management within the reserve.

    6.3 Provision of supporting infrastructure including a multi-purpose community sports pavilion and additional car parking to support the increased sports participation at the reserve.

    6.4 Provision of community open space areas that include landscaping and tree planting and support informal recreation opportunities.

    6.5 Extension of the existing pedestrian path connections throughout the reserve to ensure a safe, accessible and well-connected community destination.

7. The current budget allocation will require a staged approach for the delivery of works and may require additional grant or budget allocation at a future time.

Recommendation

That Council:

1. **Endorse the draft Sovereign Drive Recreation Reserve Master Plan at attachment 1 for community engagement for a period of four weeks commencing on 27 August 2025; and**

2. **Note that the final Sovereign Drive Recreation Reserve Master Plan and engagement report will be presented to Council for endorsement in December 2025.**

Financial Sustainability

8. The Council budget for delivery of this project is approximately $8.76 million.

9. Cost estimates for all projects listed in the Draft Plan will be developed by a quantity surveyor following the consultation period.

10. The Final Plan will also consider project priorities and future staging works as required in consideration of available budget.

Community Engagement

11. The project is governed by a Project Control Group (PCG) and Project Working Group (PWG)

12. Engagement has taken place with the Mt Duneed Men's Shed as the only existing tenant user group of the reserve.

13. The Draft Plan has been developed with guidance from key Council and State Sport Association strategies and relevant facility development guidelines to ensure alignment with required standards and principles.

14. Subject to the resolution of Council, it is proposed that the Draft Plan be made available for a four-week period of community engagement, commencing on 27 August 2025.

15. Direct engagement will take place during the public engagement period with the following key stakeholders; State Sporting Associations, local sports clubs, Wadawurrung Traditional Owners and community advisory groups.

16. Engagement has been designed to ensure the community and key stakeholders can provide feedback through a variety of engagement tools and channels, including online engagement via the City's Have Your Say webpage and in-person drop-in sessions.

17. The final engagement report will be presented to Council with the Final Master Plan for endorsement in late 2025 and shared with the community via the Project Have Your Say page.

Social Equity and Sustainability

18. The Draft Plan responds to increased participation demands, female participation, and increased demand for passive open space. A focus of the Draft Plan is to create an inclusive and accessible park for all and reduce barriers to participation and active living.

19. The Draft Plan ensures all new facilities are universally designed for use by people of all ages, gender, abilities, and cultural backgrounds. Infrastructure projects identified within the Plan will also require Gender Impact Assessments (GIA+) to be completed prior to commencement.

20. The proposed developments contained within the Draft Plan align with adopted State Sporting Association guidelines and standards to ensure any investments are in accordance with provisions and service levels are realistic and within resource constraints.

Relevant Law/Policy/Legal Implications

21. The City is required to deliver this active open space reserve under its obligations in the Armstrong Creek West Precinct Structure Plan and Armstrong Creek West Development Contributions Plan to ensure that the community within the area is provided with access to infrastructure and services to support a quality, affordable and connected lifestyle.

Alignment to Community Plan and Vision

22. This report aligns with Our Council Plan 2025-2029 strategic priority:
    Core and Critical Infrastructure
    Healthy and Caring Community.

23. 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

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

Risk Assessment

25. The development of the Draft Sovereign Drive Recreation Reserve Master Plan identifies sport and recreation infrastructure deliverables to ensure the City meets its provision requirements in line with population demand.

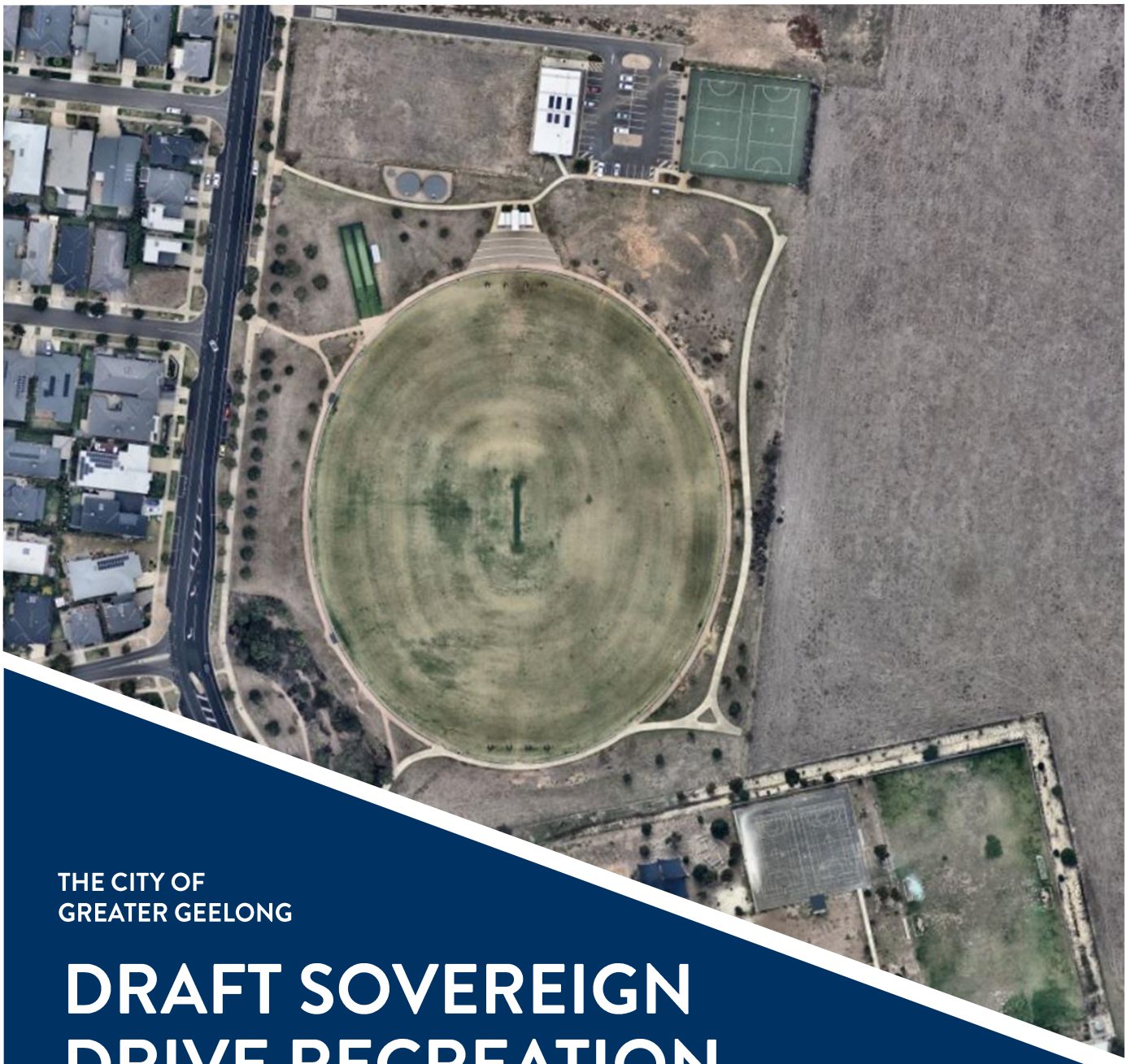
Environmental Sustainability

26. The plan aligns with a key direction of the City’s Sustainability Policy to enhance, protect and restore our biodiversity and natural environments, including plants and animals that inhabit them.

27. All facility developments will consider environmentally sustainable design principles in line with Council’s Sustainable Building Policy.

Attachments

1. Draft Sovereign Drive Recreation Reserve Master Plan – July 2025

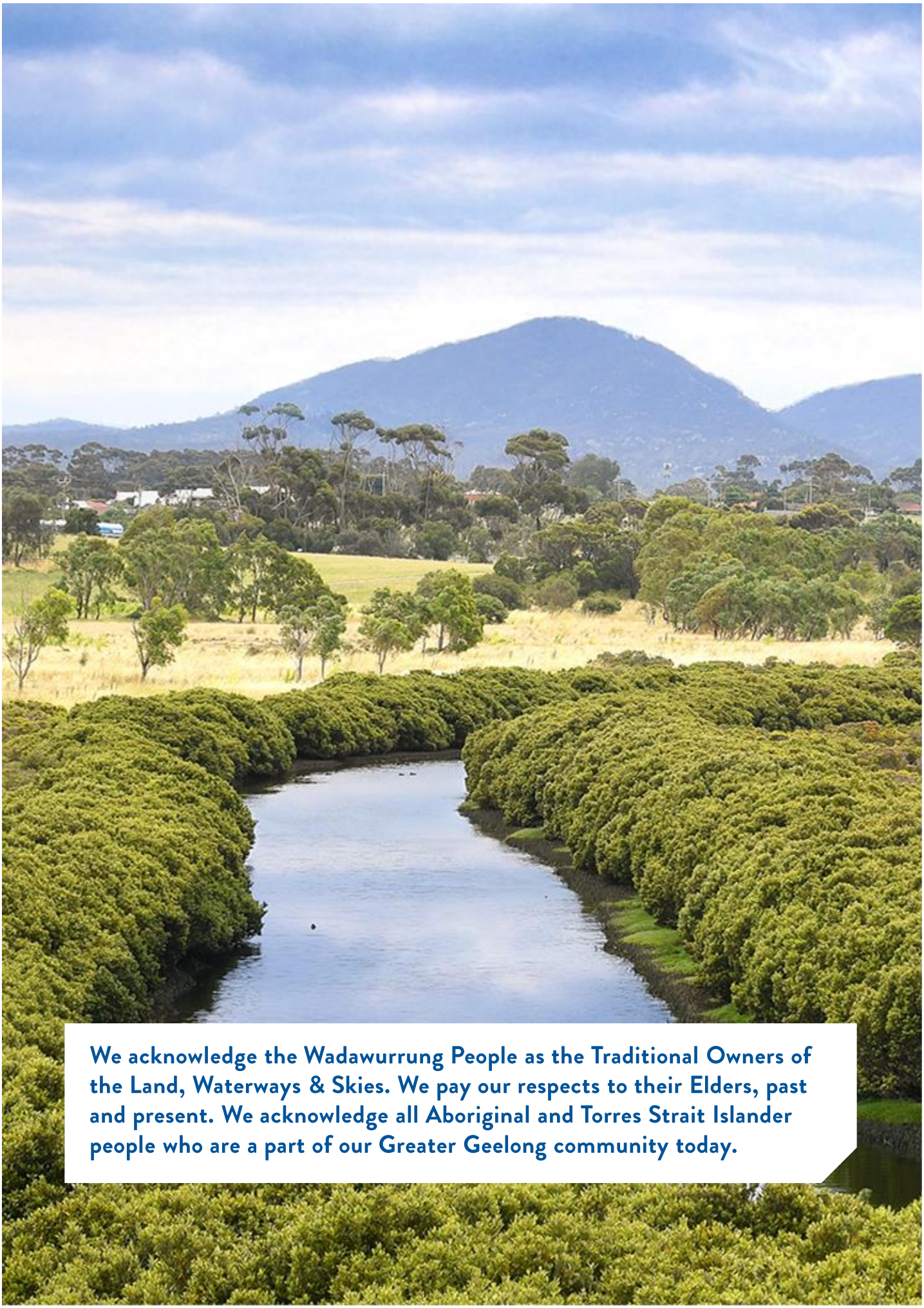


THE CITY OF
GREATER GEELONG

DRAFT SOVEREIGN DRIVE RECREATION RESERVE MASTER PLAN

JULY 2025

CITY OF GREATER GEELONG


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



CONTENTS

EXECUTIVE SUMMARY 4

INTRODUCTION 5

What is a master plan?

Current Progress

Project Methodology

Study Area

Master Plan Vision and Development Principles

STRATEGIC CONTEXT 8

Literature Review

Demographic Review

ANALYSIS AND PLANNING 10

Site Context

Current Site Conditions

Accessibility Catchment Analysis

Technical Studies and Implications

DEMAND ANALYSIS 15

Sporting Field Provision

Play Space Provision

Sport and Recreation Trends

Consultation Summary

MASTER PLAN 19

Key Recommendations

Draft Master Plan

Master Plan Elements

APPENDICES 23

ACKNOWLEDGEMENTS

We would like to extend our gratitude to Solucio and The OCD for helping us to prepare this master plan, as well as the many community members and stakeholders whose feedback helped shape this plan.

EXECUTIVE SUMMARY

PROJECT CONTEXT

The City of Greater Geelong has engaged Solucio and The OCD to develop a master plan for stage 2 of the development of the Sovereign Drive Recreation Reserve Master Plan, which will be integrated with stage 1. The master plan will aim to inform the direction of the future delivery of the reserve to support local sport and community recreation activities.

PLANNING CONTEXT

The Sovereign Drive Recreation Reserve is located in Mount Duneed within the Armstrong Creek Urban Growth Area (ACUGA). The ACUGA is an urban development of 2,600 hectares of farmland in Geelong's south. The region's growth in the future will provide the opportunity for creating an economically and environmentally sustainable community. The Sovereign Drive Recreation Reserve is included within the Armstrong Creek West Precinct.

KEY CONSIDERATIONS

The following considerations were identified for the site to be addressed in the master plan.

- Growth of the surrounding residential catchment increasing demand for sport and recreation facilities.
- Potential to strengthen pedestrian links through new east-west and north-south connections.
- A constrained budget environment with increasing facility standards, specifications and costs.
- Men's Shed facing space limitations due to growing membership and activity levels.
- Lack of core infrastructure including a pavilion, changerooms, and toilets.
- Surrounding play spaces are currently meeting local demand, reducing the need at this reserve.
- Access road, netball courts and cricket nets requiring upgrades to meet compliance standards and functionality.
- Changes in the site levels from stage 1 to stage 2.
- A requirement for a flexible pavilion and fields of play to maximise long-term utilisation options.

REGIONAL CONTEXT

The site currently includes the provision of one Australian Rules football/cricket oval, two netball courts, a Men's Shed, vehicular access from Sovereign Drive and a small car park.

The Precinct Structure Plan (PSP) identifies that Sovereign Drive Recreation Reserve will support the delivery of two Australian Rules football/cricket ovals, two netball courts, two bowling greens and a pavilion. Stage 1 was completed in 2017.

DRAFT MASTER PLAN RECOMMENDATIONS

The draft recommendations for the master plan are outlined below.

- Deliver a community open space area that supports informal recreation and passive use.
- Support the moderate expansion of the existing Men's Shed building.
- Upgrade and expand the cricket net facility from two to four nets and fully enclose to meet compliance.
- Develop a new multi-purpose sports pavilion to serve multiple user groups and support inclusive, accessible participation.
- Provide additional car parking to accommodate increased visitation and ensure safe access to all facilities.
- Relocate the existing netball courts to a more central and accessible location within the reserve.
- Deliver a new multi-use sports field comprising of an AFL/cricket oval with the opportunity to include two senior-sized soccer pitches.
- Extend and enhance the internal shared pathway network to improve connectivity.
- Upgrade the existing sports lighting from halogen to LED.

INTRODUCTION

The City has engaged Solucio and The OCD to develop a master plan for the Sovereign Drive Recreation Reserve.

The master plan will be informed by the development aspirations of State Sporting Associations, the current and potential reserve user groups, and the local community, whilst considering the priorities outlined in the Armstrong Creek West Precinct Structure Plan (ACWPSP), sport provision and demand assessments and site conditions survey.

WHAT IS A MASTER PLAN?

A master plan is a strategic document that reflects the aspirations, needs, and priorities of local residents and key stakeholders. It establishes a framework to guide the long-term planning, development, and investment in a reserve.

By articulating a vision and set of guiding principles, a master plan supports the coordinated and sustainable approach of a site over time. In the context of recreation reserves, this involves identifying opportunities to enhance accessibility, inclusivity, and environmental sustainability.

CURRENT PROGRESS

As part of the draft master plan process, the following activities have been undertaken:

- Initial scoping workshop with the Project Manager, site visit and in-person Project Working Group (PWG) inception workshop.
- Detailed review of the City's documentation, and current and future demographics of the region.
- Detailed site assessment and land feature survey.
- Participation and provision review of the reserve and surrounding region.
- Cultural Heritage due diligence assessment.
- A draft master plan for consultation.

PROJECT METHODOLOGY

The Sovereign Drive Recreation Reserve Master Plan has been created with the following methodology.

Project Scoping

- Project team scoping workshop.
- Site inspections and assessments.
- Development of a project plan.
- Introductory workshops with the PWG and PRG.

Site Conditions Assessment

- Detailed research and data collection process.
- Site conditions and overall site base plan.
- Identification of suitable locations for facility development.
- Background report and draft infrastructure design brief.

Design Process, Draft Master Plan and Public Exhibition

- Illustrative landscape plan.
- Development of a draft master plan.
- Public consultation program and consolidation of feedback.
- Preliminary cost estimates.

Final Master Plan

- An updated master plan incorporating community feedback with designs, costs, implementation schedule and funding strategy.

STUDY AREA

The Sovereign Drive Recreation Reserve is on City-owned land and is zoned as an Urban Growth Zone (UBZ) with the primary function being for active recreation as determined in the Armstrong Creek West Precinct Structure Plan.

The ACWPSP identifies that Sovereign Drive Recreation Reserve will support the delivery of two Australian Rules football/cricket ovals, two netball courts, two bowling greens and a pavilion. Stage 1 was completed in 2017.

Stage 2 of the development and the subject of this master plan is the development of an additional 3.6-hectare area which will be joined to stage 1 to form a larger Recreation reserve of approximately 8.7 hectares.

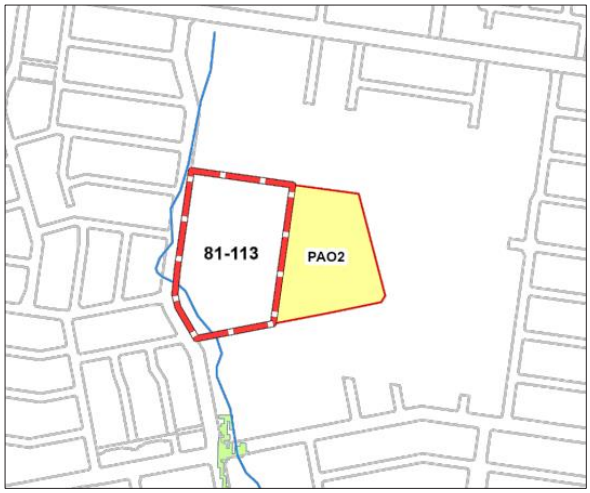


Figure 1. VICPLAN Planning Report – 81-113 Sovereign Drive, Mount Duneed.

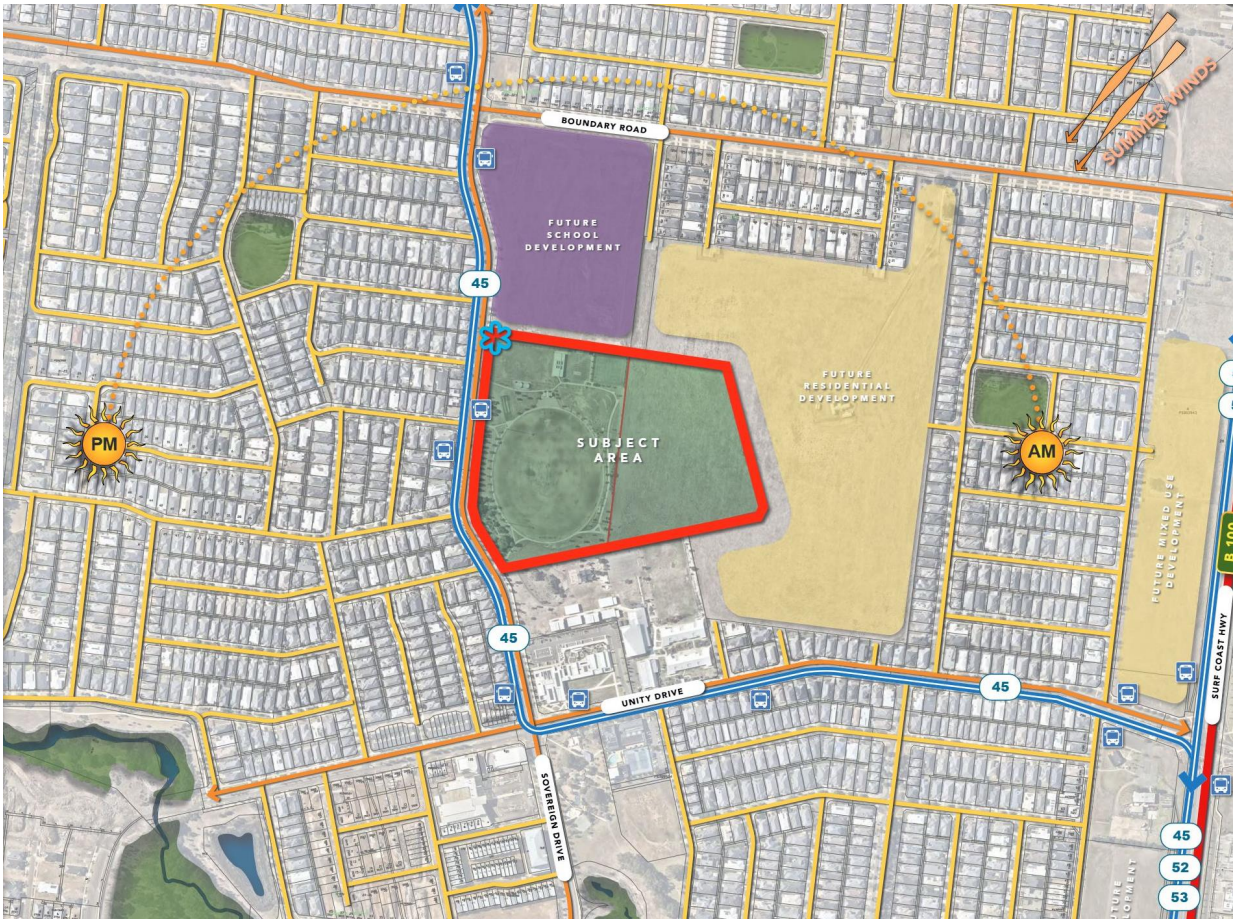


Figure 2. Map of the Sovereign Drive Recreation Reserve

MASTER PLAN VISION AND DEVELOPMENT PRINCIPLES

Draft master plan vision

Sovereign Drive Recreation Reserve will be a vibrant local destination for active sport and recreation, community gathering, and inclusive play - seamlessly integrating quality facilities with the natural landscape.

The reserve will foster a strong sense of place and connection, support environmentally sustainable design, and offer accessible opportunities for all ages and abilities to engage in sport, recreation, and social interaction.

Master Plan Principles

The Armstrong Creek West Precinct Structure Plan (ACWPSP) outlines the key principles that will shape the integrated neighbourhood design of the Armstrong Creek West Precinct (ACWP).



Sense of place and community

Foster a strong community identity through diverse streetscapes, public spaces, and well-designed activity centres that encourage social interaction.



Accessibility and vibrant activity centres

A network of activity centres that are designed as pedestrian-friendly hubs integrating retail, community services, and public spaces.



Better transport options

A well-connected transport network that prioritises walking, cycling, and public transport, with a new train station, bus services, and a modified grid road system for enhanced accessibility.



Climate change and environmental sustainability

Sustainable urban design will be implemented through passive solar orientation, water-sensitive urban design, and enhanced vegetation to improve environmental resilience.



Accessible, integrated and adaptable community facilities

Community hubs will co-locate schools, sports facilities, and social services, ensuring equitable access to recreation and community infrastructure for all residents.

STRATEGIC CONTEXT



Figure 3. Strategic documents reviewed throughout the master planning process.

LITERATURE REVIEW

KEY CONSIDERATIONS

Several documents have been critically reviewed to identify and understand implications and opportunities for this master plan. The following are the key considerations from the literature review to be addressed within this master plan.

- It will assess the site's capacity to accommodate PSP-proposed sporting facilities and alignment to the broader PSP growth area principles.
- The master plan will support active lifestyles and carbon-neutral, low-emission infrastructure.
- All infrastructure will be fit-for-purpose, compliant, and economically viable to support long-term use and growth.
- Walking and cycling pathways will be incorporated to enable sustainable and connected travel throughout the reserve.
- Implementation planning will be grounded in realistic cost and funding considerations.
- Facilities will be safe, high-quality, and inclusive, promoting gender equity and fair use.
- Designs will prioritise sustainability, adaptability, and resilience to climate change impacts.
- The master plan will contribute to increasing urban tree canopy and integrating natural elements across the reserve.
- Passive recreation opportunities will compliment active usage to support diverse community participation.

DEMOGRAPHIC REVIEW

COMMUNITY PROFILE

The City of Greater Geelong is in the south-west of Victoria, spanning an area of 1,252 square kilometres. It is the second-largest city in Victoria and the LGA is on the boundary of the Moorabool Shire Council, Wyndham City Council, Borough of Queenscliff, Surf Coast Shire Council and Golden Plains Shire Council areas.

The City is divided into 11 electoral wards – Barrabool Hills, Charlemont, Cheetham, Connewarre, Corio, Deakin, Hamlyn Heights, Kardinia, Leopold, Murradoc and You Yangs – the Sovereign Drive Recreation Reserve is in the Deakin ward.

LOCAL DEMOGRAPHIC REVIEW

The proportion of younger residents within the ACUGA is significantly higher than the equivalent proportion of the Victorian population.

- Those aged from 5 years to 39 years old made-up 61 percent of the male population and 58 percent of the female population within the ACUGA. The proportion of this cohort is significantly higher than the same age and gender groupings for the Victorian population – 48 percent of males and 46 percent of females were aged from 5 to 39 years old.

The number of residents will consistently grow in the region for the next 25 years and at a considerably higher rate over the next 10 years.

- In the twenty-five years from 2021 to 2046, the population of the ACUGA is expected to increase by 39,298 people.

Key Demographic Considerations

With a significantly high proportion of residents aged between 5 and 39 years old, the sporting reserves in the ACUGA will need to provide enough facilities that support children's and young adults' participation in sports and recreation activities, fostering long-term community health and well-being.



Figure 4. The 11 electoral wards.

FAST FACTS – CITY OF GREATER GEELONG

- **1,252 square km total area**
- **282,809 people**
- **125,047 jobs**
- **6,299 jobs supported by tourism**
- **28% single person households**
- **39 years median age**
- **26% of residents are 60+ years**
- **$2.2 Billion in total building approvals**
- **103,508 private dwellings**
- **$1,592 median weekly household income**
- **$76,102 Gross Regional Product per Capita**
- **$44.27 Billion in economic output**

ANALYSIS AND PLANNING

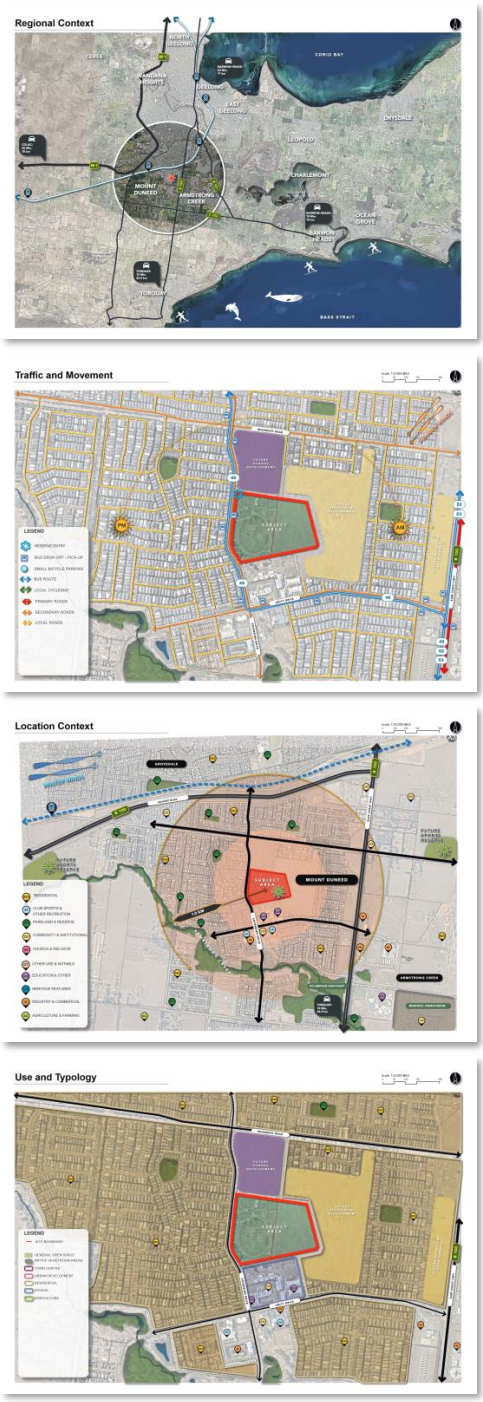


Figure 5. Site analysis and context images.

SITE CONTEXT

REGIONAL LOCATION AND ACCESS

The Sovereign Drive Recreation Reserve is located on Wadawurrung country, situated at 81-113 Sovereign Drive, Mount Duneed in the urban growth area in the Armstrong Creek West Precinct. The development of this reserve has been implemented in two stages. Stage 1 involved the provision of one Australian Rules football/cricket oval, two netball courts, a Men's Shed, vehicular access and a small car park.

The reserve is within an 18-minute drive of Barwon Heads (19km) and a 20-minute drive of Geelong (11km). It is within one kilometre of the Surf Coast Highway, providing access via a major highway and from various local connector roads.

URBAN CONTEXT

Stage 2 of the Sovereign Drive Recreation Reserve has an area of approximately 3.6 hectares. The site is owned by the City and is zoned as an Urban Growth Zone (UBZ) with the primary function being for active recreation as determined in the Armstrong Creek West Precinct Structure Plan.

The one-kilometre radius is largely populated with residential housing and supported by schools, industry and commercial spaces, community and institutional facilities, and sport and other recreation opportunities. This indicates sufficient walkability to additional passive open space opportunities and supports the identified role of this reserve as a local level community facility.

SURROUNDING AREA

The reserve is largely surrounded by residential areas including the currently vacant area to the eastern edge of the reserve which is earmarked in the ACWPSP for more residential development. There is a new high school proposed for the vacant land on the north-west edge of the reserve and the Mirrapoa Primary School and Poa Banyal Community Hub are located to the south.







PRECINCT STAGING AND EXISTING SITE

Stage 1 was completed in 2017 and included the provision of one Australian Rules football/cricket oval, two netball courts, a Men's Shed, vehicular access from Sovereign Drive and a small car park. Stage 2 of the development and the primary subject of this master plan is the development of an additional 3.6-hectare area which will be joined to Stage 1 to form a larger recreation reserve.

The focus of this master plan is indicated with the red asterisk (marked 1) with consideration for the integration of this second stage of reserve development with the first stage which includes Sovereign Drive Oval (marked 2).

More detailed site contextual analysis is provided in the appendices.

Key Planning Considerations

The site analysis has allowed us to identify the following planning considerations for integration into the development of this master plan.

- Provision of an integrated layout between stage 1 and stage 2 to create a cohesive reserve.
- Enhancement of pedestrian access and connectivity, building on the existing pathway networks adjacent to the reserve.
- Planning for vehicle access from Sovereign Drive, including possible upgrades or entry refinement to support increased use.
- Coordination with public transport services along Sovereign Drive to support accessible and inclusive access to the reserve.

CURRENT SITE CONDITIONS

The Sovereign Drive Recreation Reserve is currently used as an overflow venue for various sporting clubs. Mount Duneed Men's Shed is the only permanent tenant of this reserve, with an aspiration for more tenants to be added with the potential addition of the secondary oval. The Men's Shed group have been on the site since 2020 and have grown their membership from 27 to 64 over that time – ideally, they would like a larger workshop and common area to accommodate the growing membership.

The facilities provided on the existing reserve are inadequate to support ongoing sporting group tenancy due to lack of amenities. The reserve has approximately 48 car parking spaces, including one accessible space. The access road is currently sufficient, however with the potential addition of a secondary oval and associated permanent sporting tenant clubs, the road may need to be widened.



The signage and current user groups.



The water tanks and open space to the west of the Men's Shed.



Existing access road and Men's Shed.



The current entry and access road.



A close up of the water tanks.



The open space originally identified to accommodate bowling greens.



Existing full-size Australian Rules football/cricket oval.



The existing car park and side profile of Men's Shed.



The car parking.



The halogen lighting on the existing oval.



Two netball courts that are not compliant with Netball Victoria's facility guidelines.



The existing pathways and slope between stage 1 and 2.



Untreated farmland that will require soil test/ Geotech, however has a largely flat topography.



Two lane cricket net facility that is not compliant with Cricket Australia's guidelines.



The existing spectator seating.

ACCESSIBILITY CATCHMENT ANALYSIS

The following maps demonstrate the 5-, 10- and 15-minute catchments for the Sovereign Drive Recreation Reserve and the number of residents within the catchment area. The summary table indicates the amount of people and dwellings that fall within each catchment area, as well as the percentage of residents that reside in these catchments.

DRIVE-TIME CATCHMENT

Sovereign Drive Recreation Reserve services a significant portion of the City's population (26 percent) in the 15-minute catchment, as well as some residents from the neighbouring Surf Coast Shire. Its proximity to the Surf Coast Highway enhances accessibility, providing a convenient connection to the Geelong CBD.

WALKING CATCHMENT

The 10-minute walking catchment surrounding the reserve captures approximately 2,653 residents and 954 dwellings, equating to 1 percent of the total population of Greater Geelong (as of 2021). It demonstrates the importance of walking pathways and trails to support the large number of residents that are within 10-minute walking distance.

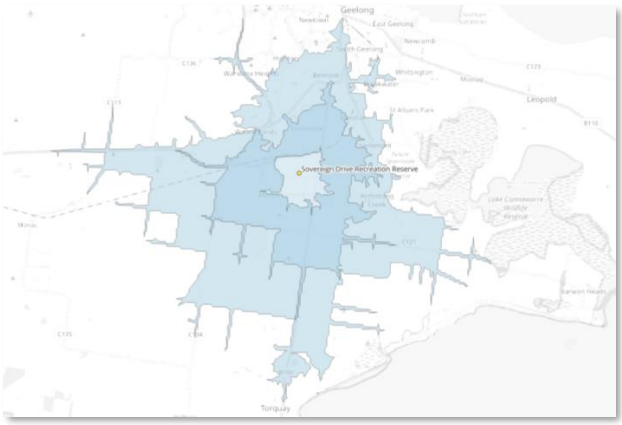


Figure 6. Drive-time catchment analysis of Sovereign Drive Recreation Reserve.



Figure 7. Walking catchment analysis of Sovereign Drive Recreation Reserve.

Catchment	Drive-Time			Walking		
	Dwellings (#)	Population (#)	Population Catchment (%)	Dwellings (#)	Population (#)	Population Catchment (%)
5-minute	2,245	5,884	2%	269	722	0%
10-minute	12,736	32,463	12%	954	2,653	1%
15-minute	28,768	70,139	26%	1,494	4,126	2%

TECHNICAL STUDIES AND IMPLICATIONS

SITE FEATURE SURVEY

During this project, a site feature survey was conducted to assess the existing site conditions. The key findings are summarised below.

- The topography presents some minor challenges with a two-metre rise in elevation around the north-east side of the sports oval in stage 1. In stage 2, there is also a steady rise towards the east of the reserve.
- Some levelling will need to be completed for the second field of play, while the placement of a potential pavilion between the fields of play may require some additional consideration.
- There are existing utility markers on the survey map, identifying the locations of underground services like electrical pits, Telstra pits, sewer pits, and irrigation pits.

Noting that further site investigations could be undertaken as the project progresses, such as soil testing.

CULTURAL HERITAGE

As part of the site analysis of Sovereign Drive Recreation Reserve, a cultural heritage due diligence assessment was undertaken by a certified archeologist.

Based on the results of this assessment, it is recommended that:

- The Sovereign Drive Recreation Reserve expansion may proceed in the subject site without any further Aboriginal or historic cultural heritage investigation. A Cultural Heritage Management Plan (CHMP) is not required (or mandatory) beforehand because the proposed site is not in any area of cultural heritage sensitivity.
- There is the option to undertake a voluntary CHMP, which may be of benefit in case of any unexpected archaeological discoveries.
- In the unlikely event that Aboriginal or historic cultural heritage is uncovered during the course of future development, all work must cease and the City, or its contractors, must contact the relevant heritage authorities including this Heritage Advisor for advice. It is an offence under the relevant legislation to disturb or destroy relics without written authorisation.

STORMWATER

As part of the technical investigations supporting the master plan, a stormwater assessment was undertaken for the Sovereign Drive Recreation Reserve.

The assessment provided that the site is draining west and discharging to Sovereign Drive as was intended in the Stormwater Water Management Strategy.

The drainage plan shows a possible connection point for stage 1 at the north (just south of the netball courts) and in the middle of the site (adjacent to the oval). The site currently drains south-west with a grade of approximately 1 in 50. This grade is sufficient to drain the proposed eastern oval and netball courts to the connection points.

The recommendation is that the site will drain west and ultimately outlet to Sovereign Drive. There is also no requirement to retard or treat stormwater flows onsite.

POWER SUPPLY

A power supply assessment is being undertaken to evaluate the future electrical demand of proposed infrastructure at the Sovereign Drive Recreation Reserve.

The assessment involves estimating usage requirements against the site's existing power supply capacity, based on key components identified in the draft master plan.

This analysis will help determine whether upgrades to the existing supply are needed to support the precinct's future needs.

DEMAND ANALYSIS

SPORTING FIELD PROVISION

A sporting field provision analysis was conducted to identify and validate the key gaps in sporting field provision in the ACWPSP and broader Armstrong Creek Growth Area.

The City of Greater Geelong's standard provision ratios are outlined in the City's *Social Infrastructure Plan Generation One 2020-23*. These were used as a starting point and further benchmarking, and analysis has been completed to assess and validate them. This includes benchmarking against 12 Local Government Authorities, State Sport Association (SSA) strategic plans, Geelong Regional Alliance and local sport strategies and engagement with and review of SSA local participation data.

The research and benchmarking has indicated little change is required from the provision standards outlined in the *Social Infrastructure Plan Generation One 2020-23*. The ratios on the right-hand side illustrate the provision of each sporting asset relative to the population size that were used in this analysis.

Aus. Rules Football
1 oval per 5,000 people

Baseball/Softball
1 diamond per 40,000

Cricket
1 oval per 4,000

Athletics
1 track per 100,000

Soccer/Football
1 pitch per 5,000

Tennis
1 court per 3,000

Rugby
1 pitch per 80,000

Netball
1 court per 4,000

Hockey
1 pitch per 100,000

Bowling
1 green per 40,000

Provision Review Considerations

For the Armstrong Creek Urban Growth Area, the analysis shows that there is an existing and long-term need for sporting facilities proposed in the PSP for this reserve with the exception of bowling greens, where a demand has not been identified.

Planned Provisions Compared With ABS Population Projections

The following table represents the current and future provision requirements of sporting fields for the broader ACUGA.

	Aus. Rules Oval	Cricket Oval	Soccer/ Football Pitch	Rugby Pitch	Hockey Pitch	Baseball/ Softball Diamond	Athletics Track	Tennis Court	Netball Court	Bowling Green
Current Provision	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
Benchmark Provision Today	4.4	5.5	4.4	0.3	0.2	0.5	0.2	7.3	5.5	0.5
Provision Gap Today	-1.4	-2.5	-4.4	-0.3	-0.2	-0.5	-0.2	-7.3	-1.5	-0.5
Benchmark Provision in 2046	12.2	15.3	12.2	0.8	0.6	1.5	0.6	20.4	15.3	1.5
Provision Gap in 2046*	-9.2	-12.3	-11.2	-0.8	-0.6	-1.5	-0.6	-20.4	-11.3	-1.5

*If planned sporting facilities were not delivered.

PLAY SPACE PROVISION

The ACWPSP and Developer Contribution Plan (DCP) do not identify a play space for delivery at Sovereign Drive Recreation Reserve. The surrounding one-kilometre radius of the reserve demonstrates that there are currently five play spaces within a close and walkable proximity, including a regional level facility. The play space and skate park immediately to the south of the reserve is approximately 700 metres away from the car park and well within walking distance.

The analysis supports that no play space is required for implementation at this reserve.



Figure 8. The existing play space provision surrounding the Sovereign Drive Recreation Reserve.

SPORT AND RECREATION TRENDS

AusPlay is the Australian Sports Commission's annual survey of participation, collecting data on over 600 different sports and activities in Australia and provides estimates of both casual and organised participation combined. The diagram below is an extraction of the 2023/24 AusPlay data for Victoria for the top 10 outdoor sports and activities.

AusPlay data for Victoria highlights that recreational walking is by far the most popular physical activity, with nearly 3 million participants. This is followed by swimming (1.03 million), running/jogging (974,147), and bush walking (869,529), indicating a strong preference for informal, self-directed outdoor activities.

Organised sports such as soccer/football (400,695 participants) and cricket (209,987 participants) have comparatively lower participation rates than the informal activities but still represent important structured sports with strong community engagement.

The master plan will need to balance the integration of structured and unstructured infrastructure to cater for the community demand in both areas.

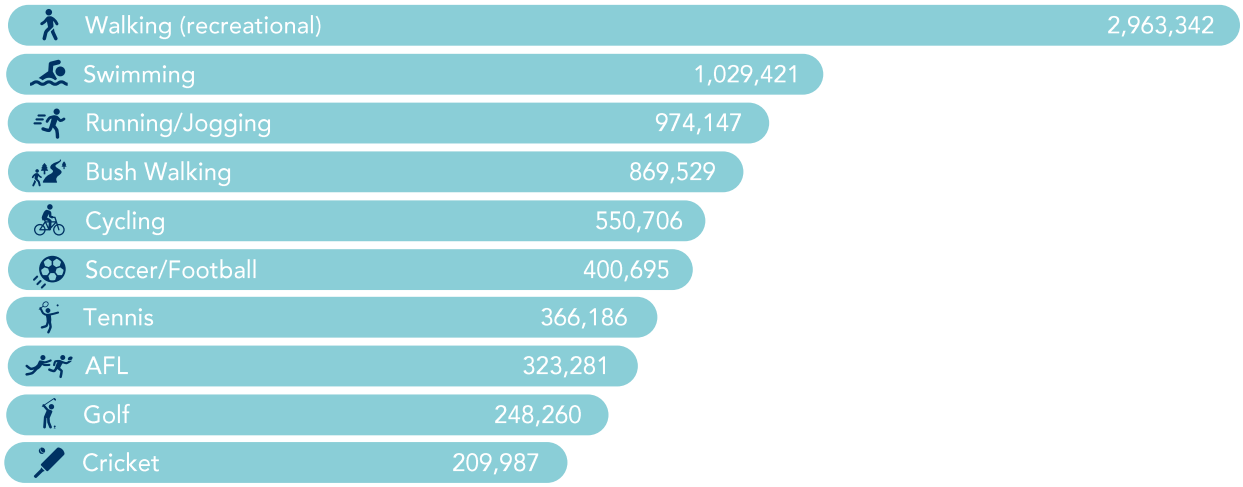
Sport and Recreation Trend Considerations

Based on current sport and recreation trends in Victoria, there is a clear preference for accessible, low-cost, and informal physical activities. Walking (recreational), swimming, jogging, and bush walking dominate participation rates.

For the Sovereign Drive Recreation Reserve, this trend highlights the importance of integrating infrastructure that supports informal, unstructured activity - such as walking paths, shared trails, open spaces, and multi-use areas.

Facilities should cater to diverse users of all ages and abilities, ensuring that recreation opportunities are inclusive, flexible, and reflective of how the local community chooses to be active.

AUSPLAY 2023/2024 VICTORIA – TOTAL PARTICIPANTS



CONSULTATION SUMMARY

As part of the development of the master plan, consultation was undertaken with the Mount Duneed Men's Shed, the only ongoing reserve tenant.

The purpose of the consultation was to understand their current use of the site, community connections, and any future needs or aspirations for the facility to ensure these are appropriately considered in the planning process.

MOUNT DUNEED MEN'S SHED

The Mount Duneed Men's Shed, formerly known as the Old Hangar Men's Shed, has been operating at the Mount Duneed site since 2020, with its official opening occurring in 2022. The group initially relocated from another site and began with 27 members. Since moving to their current location, the Shed has experienced substantial growth, now boasting 64 financial members ranging in age from 18 to 90. The group operates three days a week (Tuesday to Thursday) from 10:00am to 4:00pm, with members engaging in hands-on workshop activities.

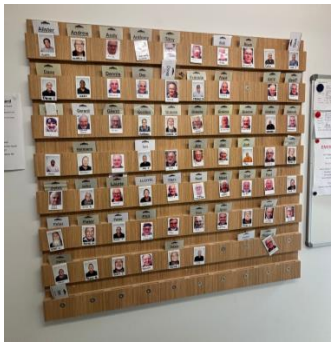
In addition to their core membership, the facility is used by several community groups, including the University of the Third Age (U3A), and the Geelong Malaylee Association. The shed is available for hire at an affordable community rate.

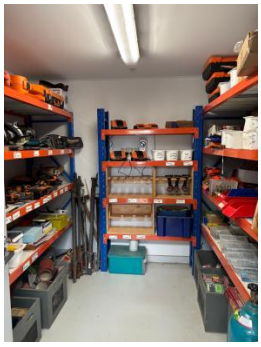
The shed also plays a meaningful role in the broader community through charitable work and support for local schools such as St Catherine of Siena, Montpellier Primary, Mirripoa School, and others. Occasionally, they undertake small commercial engagements, such as those for Club Armstrong, and reinvest the proceeds into their community-focused initiatives.

As membership and activity levels have increased, the shed's existing workshop area has become increasingly cramped, limiting capacity for project storage and safe working conditions.

The group is seeking a modest extension of the workshop area to support increased usage, equipment and storage.











MASTER PLAN

KEY RECOMMENDATIONS

Throughout the master planning process, the detailed site analysis, stakeholder engagement, and strategic planning activities have each contributed to the following key recommendations. Each recommendation responds to identified community needs, projected population growth, spatial opportunities, and broader recreational trends. These recommendations have been carefully shaped by the project's master plan Principles, which prioritise community identity, accessibility, environmental sustainability, and the delivery of flexible, inclusive infrastructure.

The master plan can be found on the following page that incorporates all recommendations.

KEY RECOMMENDATIONS		KEY PRINCIPLES
1.	Deliver a community open space area that supports informal recreation and passive use.	
2.	Support the moderate expansion of the existing Men's Shed building.	
3.	Upgrade and expand the cricket net facility from two to four nets and fully enclose to meet compliance.	
4.	Develop a new multi-purpose sports pavilion to serve multiple user groups and support inclusive, accessible participation.	
5.	Provide additional car parking to accommodate increased visitation and ensure safe access to all facilities.	
6.	Relocate the existing netball courts to a more accessible location within the reserve.	
7.	Deliver a new multi-use sports field comprising of an AFL/cricket oval with the opportunity to include two senior-sized soccer pitches.	
8.	Extend and enhance the internal shared pathway network to improve connectivity.	
9.	Upgrade the existing sports lighting from halogen to LED.	

Draft Master Plan

Scale: 1: 1500 @A3

0 10 20 40 60 100m



MASTER PLAN ELEMENTS

MULTI-USE FIELD

The master plan includes the development of a versatile multi-use sports field with sports lighting, that will primarily support AFL and cricket, while also catering to a range of other sporting activities throughout the year.

The field is designed to provide an AFL/cricket oval with the opportunity to include two senior sized soccer pitches.

While AFL is expected to be the predominant use, the field layout allows for other rectangular sports such as soccer to be accommodated as demand requires. The design ensures flexibility to support various levels of competition and changing community needs.

The field will be framed by shared walking paths and is strategically located for direct access from the car park and new central sports pavilion.

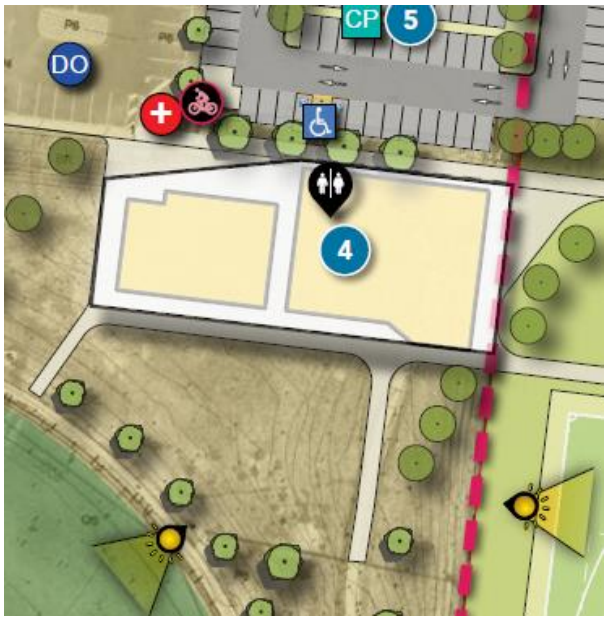


PAVILION

A new pavilion is proposed in the centre of the Sovereign Drive Recreation Reserve, positioned between the existing oval and the new multi-use field, and directly adjacent to the central car parking area.

The pavilion will provide essential facilities to support the sports and activities taking place across the reserve. These will include dedicated change rooms for players and officials, club and meeting rooms, public amenities, a canteen with basic kitchen functions, equipment storage, and undercover viewing and social areas.

Its location ensures strong connectivity to all fields of play, courts, and paths throughout the reserve.



MASTER PLAN ELEMENTS

WALKWAYS

A network of walkways is proposed to connect all key facilities within the reserve, while also enabling safe and convenient access to and from surrounding neighbourhoods, the primary school, Poa Banyal Community Hub, and future high school to the north.

These walkways will integrate with the existing paths within the reserve and extend eastward to connect with future access points, ensuring the reserve remains accessible as the surrounding residential areas continue to develop.

Within the reserve itself, the walkways will encircle the main fields of play and provide direct links to the new central pavilion, netball courts, and car parking.



VEHICULAR ACCESS AND PARKING

An extension of the existing car park is proposed to accommodate increased visitation and support the expanded sporting and community infrastructure at the reserve. The upgraded car park will provide formalised parking bays, including accessible parking spaces, helping to ensure safe and efficient access for a wide range of users.



The layout improves circulation for vehicles and pedestrians, with clear entry and exit points and direct connections to key destinations such as the fields of play, the new pavilion and netball courts.

The existing internal access road provides vehicle entry to the reserve and may require widening in the future to accommodate higher traffic volumes and ensure safe two-way movement.



Tree planting and landscaping throughout the car park will help soften the built form and contribute to the reserve's amenity and environmental performance.

APPENDICES

LITERATURE REVIEW

The following policies, strategies and documents provide a broader context for this master plan and ensure that it aligns with our process and planning. We have reviewed several other documents that can be found in this section.



Each document has been critically reviewed to provide an initial summary of the document, as well as the key insight for consideration.

The City of Greater Geelong – Our Community Plan 2021-25

(This Plan is currently under review and will be endorsed in June 2025).

The Community Plan and Public Health and Wellbeing Plan are delivered as a joint document that outlines the vision, strategic direction and health and wellbeing priorities of the community. The plan will ensure that we stay responsive to the community's evolving needs and priorities.

The plan outlines the strategic directions to becoming a clever and creative city-region:

- Healthy, caring and inclusive community.
- Help our community, recreation groups and volunteers to prosper and grow.
- Provide facilities that foster and facilitate positive health and wellbeing outcomes.
- Sustainable growth and environment.
- Deliver best-practice Environmentally Sustainable Design principles and vibrant neighbourhoods.
- Achieve carbon neutral in all City-managed operations by 2025.
- Strong local economy.
- High-performance Council and organisation.
- Deliver on our community's most important needs for infrastructure and services.
- Create a more efficient and effective organisation.
- Focus on financial sustainability.

The master plan will reflect our focus on promoting active lifestyles and physical activity through their facilities, whilst becoming carbon neutral and reducing emissions for infrastructure and these ideals will need to be considered in the drafting of the master plan.

Armstrong Creek West Precinct Structure Plan

The key information relating to the Armstrong Creek West Precinct Structure Plan (ACWPSP) has been detailed throughout this report, where a summary is provided below of the PSP and the key elements of the vision for the precinct.

A Precinct Structure Plan is the planning mechanism used for major new urban development together with the infrastructure and services required by its future community. This PSP is in relation to the Armstrong Creek West Precinct (ACWP) that covers approximately 553 hectares in gross area.



The key elements of the vision for the ACWP are to create:

- An inter-linked public open space and path network and public open space nodes that build on the existing landscape character while protecting the biodiversity in habitat conservation areas and through native vegetation retention and protection.
- A series of well defined, diverse and walkable neighbourhoods that are connected internally and externally and which promote establishment of a positive sense of place.
- An interlinked system of public open space and pathways that focus on the Armstrong Creek and retained areas of remnant native vegetation.
- A modified grid-based transport system that distributes traffic flows and promotes use of a range of transport options including walking, cycling and public transport.
- A high-quality public realm that focuses on the important role of streets and street tree planting as highly important character elements.
- A physical form including high quality streets that supports delivery of diverse housing types and other land uses over time.
- A series of diverse, liveable and interesting activity centres that promote containment and are the focus for the community.

The PSP identifies the delivery of two football/cricket ovals, two netball courts, two bowling greens and a pavilion. The master plan will need to consider the capacity of the site to appropriately cater proposed facilities (along with consideration of the sports provision analysis).

As outlined by the vision for the ACWP, the master plan will also look to involve the integration of interconnected walking and cycling pathways into and through the reserve to provide a sustainable transport network for a range of transport options.

Armstrong Creek West Precinct Development Contributions Plan

This DCP was developed to support the funding of infrastructure outline- in the ACWP. The precinct sets out a long-term strategic framework for:

Land use (such as residential development of varying densities, open space and community facilities).

Transport (such as the road network, collector roads & proposed public transport).

Activity centres (e.g. community and commercial facilities).

Open space (passive & active), waterways and environmentally sensitive areas.

Many components of the Sovereign Drive Recreation Reserve are included within the DCP – including active open space and community pavilion.

Estimated project costs are determined in the DCP and indexed annually.

The master plan will need to take the budgetary costs into consideration for the implementation planning phase.

Sports Facility Development Guide

The Sports Facility Development Guide sets out the different levels of facility provision for sport open space and the facility standards required by us for the growth areas.

The guide aims to:

- Provide the community with local access to places and spaces where they can achieve health and wellbeing aspirations through, physical activity and social connectedness.
- Provide places and spaces where people feel safe, supported and respected, where they can participate free from discrimination and fear of violence.
- Plan, design and deliver places and spaces where people of all ages can participate in physical activity together.
- Maximise the flexibility of facilities through inclusive design which promotes active leisure by the whole community including people of varying ages, interests, gender, identities, abilities and cultures.
- Provide facilities that are flexible, multi-use and shared by a range of users to maximise use of limited spaces.
- Ensure facilities are fit-for-purpose, compliant, economically sustainable and maximise principles of Environmentally Sustainable Design (ESD) to achieve a balance between functionality and sustainability.
- To undertake careful planning and design to address the community access to a range of activities and diversity of opportunities to be healthy and active.

The guide provides standard specifications for regional and district level facilities for each sport. As the Sovereign Drive Recreation Reserve is a district level facility, we have provided the detailed specifications for the relevant sports are provided in an appendix.

The master plan will need to prioritise sporting infrastructure that is fit-for-purpose, compliant, and economically sustainable, ensuring long-term financial viability. Facilities will be designed to accommodate people of all ages, encouraging community participation and maximising usage.

Armstrong Creek Sports Development Plan

The plan outlines how sport and associated partners can make a positive contribution towards delivering an active and healthy community. It builds on the historical commitment and grows our involvement in sport to progress and develop its new communities.

The vision as outlined in this plan for Armstrong Creek is 'a residential development that meets the highest standards of sustainable living.'

In alignment with this vision, this plan identified the following four priority areas as having the greatest impact on the planning, development and delivery of sport across Armstrong Creek.

Participation
Ensure the right mix of programs are planned and delivered for the community, whilst balancing development, competition and participation needs.

Management
Understanding the needs of the local community and to match them with the requirements of sport, in addition to delivering quality infrastructure and managing it in a welcoming, shared and flexible way.

People
Understanding the local community, who they are (now and in the future) and how they will connect with sport in the local area.

Delivery
Securing sport, government and community resources, aligning objectives, integrating existing systems and accessing enough resources (financial and human) to create a sustainable sports development model for the local community.

The master plan needs to ensure that sustainable facility planning, and flexible infrastructure is a priority for the Armstrong Creek Urban Growth Area to plan for future growth and delivery of sport.

Fair Play Strategy (2017)

(Strategy currently under review)

This document provides the fees and charges framework for use of community assets and clarity around the standard provisions and levels of service to be consistent across the region.

We currently own, manage and maintain 1,700 hectares of open space and $85 million in sport and recreation facilities and assets. These facilities and assets are home to 300 clubs and community groups.

Our renewal gap in 2017 was $197 million over the next 20 years, whereby $121 million is contractually obligated infrastructure in planned growth areas.

The aim of the strategy was to gain a clear understanding of the cost of sport and recreation to us and participants, the subsidy required to support healthy communities and physical activity, and the capacity of clubs and community groups to pay for facility use.

The master plan will need to consider that any new tenants will have a cost associated with their activities and also consideration to the provision of facilities aligns with fair play.

Fair Access Policy (2024)

This document addresses known barriers experienced by women and girls in accessing and using community sports infrastructure.

The policy aims to progressively build the capacity and capabilities of us and our associated stakeholders in identifying and eliminating systemic causes of gender inequality in policy, programs, communications, and delivery and allocation of community sports and recreation infrastructure.

We have previously identified a need to improve participation for all genders and abilities, in its *Fair Play Strategy*. A *Fair Access Policy* is required focusing on infrastructure, programs and governance.

Whilst key findings from the Greater Geelong Sport and Recreation Census (2023) show encouraging trends across:

- 95 percent of all sports facilities are used for training, events or games for all genders.
- 91 percent of clubs have women coaches, managers and administrators.
- 84 percent of clubs report women and girls' results and achievements.

Other indicators from the census support the research that more support is needed to reverse the lower levels of participation and barriers experienced by women and girls, trans and gender diverse people:

- Sports participation rates among girls (22 percent) are lower than boys (37 percent).
- Sports participation rates among women (16 percent) are lower than men (24 percent).
- 30 percent of change rooms are gender neutral.

The *Fair Access Policy*, together with the *Fair Access Action Plan* aim to facilitate greater equitable access and allocation of community sport and recreation infrastructure in Greater Geelong.

The policy framework aligns with the State Government's six guiding principles and commitments under the Fair Access Policy Roadmap – two of the six principles relate to infrastructure.

Principle 1 – Infrastructure
Commitment – Community sports and active recreation infrastructure are genuinely welcoming, safe and inclusive.

Principle 3 – Allocation and Scheduling
Commitment – Women and girls will have fair access to and use of community sport and recreation infrastructure which is of the highest quality, at the most convenient location and times and includes new opportunities and sports.

The master plan will need to consider that any new infrastructure is welcoming, safe, inclusive and of a high quality.

Sustainable Communities Infrastructure Guidelines – 2016

The document is intended to facilitate the development of Sustainable Communities through quality planning, design and construction of infrastructure. The infrastructure guidelines are split into the following areas, where relevant components to this project have been provided:

- Transport and Movement.
- Landscape and Streetscape (park and street planting, turf and planting preferences, and weed management).
- To make open space contribute to the health of the local community.
- Water Management.
- Sport, Recreation and Open Space (sporting open space, and pavilions and built infrastructure).
- Protect and enhance the natural and cultural environments.
- Open spaces that ensure conservation and heritage values are retained.
- Social and Community Facilities.
- Environment and Biodiversity

Infrastructure and/or developments should be designed so that:

- They remain viable under the widest range of probable climate futures.
- They can be implemented within planned budgets or refer to sufficient evidence to justify budget/revenue increases.
- They incorporate flexible features and preserve options.
- Due consideration is given to systematic interdependencies when considering climate impacts.

The master plan will need to recommended that any infrastructure is designed with flexibility, sustainability and climate change impacts in mind.

Social Infrastructure Plan – Generation One 2020-3o

This document aims to ensure that future decision making and investment in community infrastructure is clear, equitable and based on evidence of need. The plan brings together all our social infrastructure strategies, plans, needs, priorities and responses.

Generation One of the *Social Infrastructure Plan* covers the following social infrastructure networks: early years, youth spaces, libraries, community meeting and program spaces, arts and culture, open space, play spaces, aquatics and leisure, indoor sport and recreation, outdoor sport and recreation (including sports pavilions), golf, cycling and trails, and public toilets.

The key focus areas of the plan are:

- Improving access and connectivity.
- Empowered and informed.
- Intergenerational and adaptive.
- Place based and fit-for-purpose.
- Addressing our ageing and obsolete infrastructure.
- Bridging the difference in service provision across sectors and locations.
- Contemporary systems and data.

The outdoor sport and recreation social network will be vital for this project, identifying the following four key focus areas:

- Focus on building capacity and capability across the existing network.
- Align maintenance programs and budgets to meet agreed service levels.
- Contemporise and undertake holistic planning and policy development.
- Ensure adequate resource alignment to enable and service growth and new projects.

The master plan will need to ensure that facilities not only meet the minimum requirements but provide a higher quality offering to the local community.

City of Greater Geelong Urban Forest Strategy (2015-25)

The *Urban Forest Strategy* expands on the concept of enhancing the public and private tree population, where the sum of trees and vegetation is the urban forest. The strategy provides a vision for the urban forest of 'Geelong will be a cool green city for the future.' Four objectives to achieve the vision:

To green the city
Increase tree planting and associated vegetation in prioritised locations.

To cool the city
Increase canopy cover, increase use of smart water sensitive urban design and an increase in landscape permeability.

To engage the city's community and build regional partnerships
More community activities: tree planting, arts and culture activities, use of social media, working with partners to improve and enhance tree planting projects.

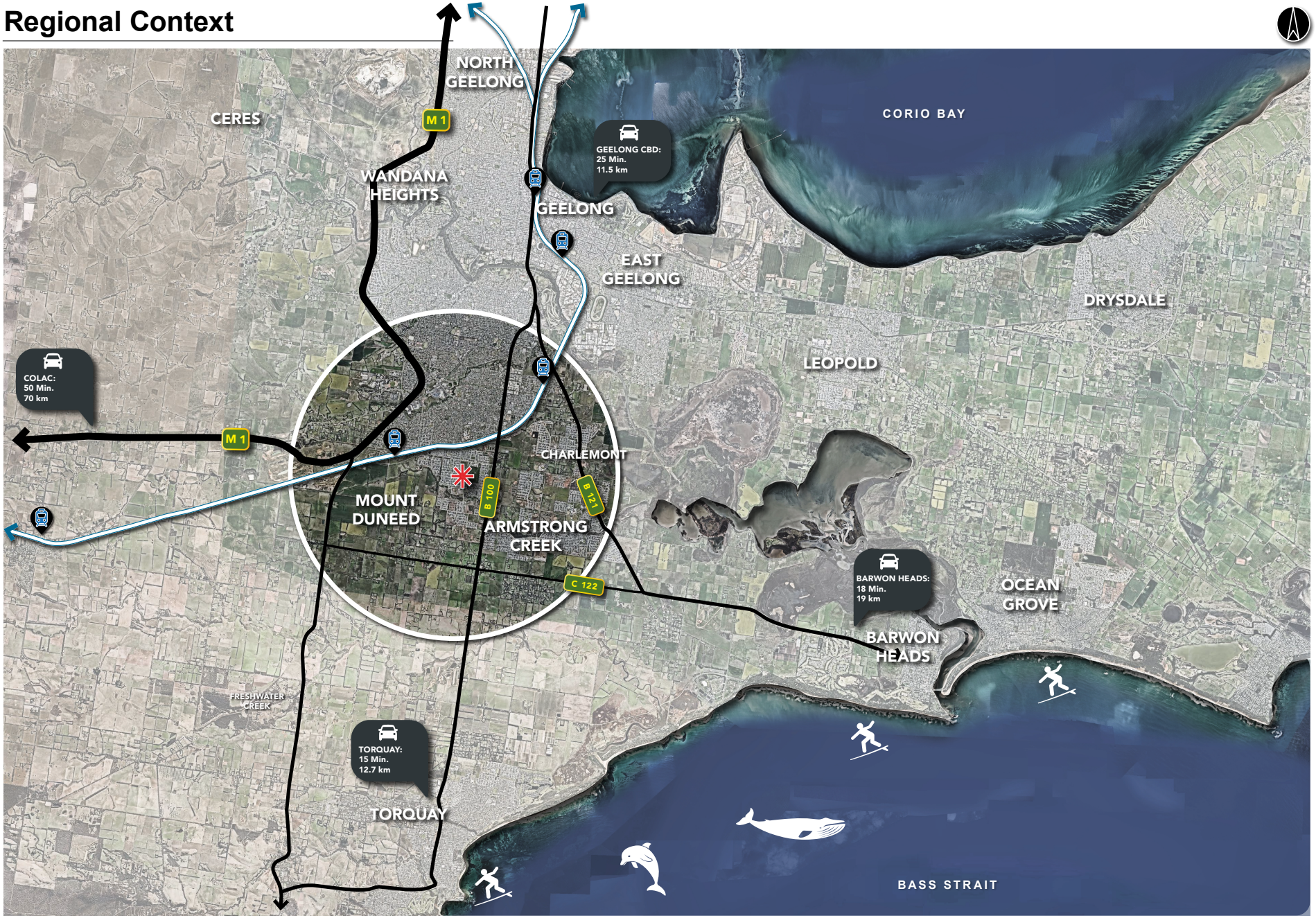
To demonstrate best practice urban tree management
Develop a complete set of technical guidelines for urban tree management and offer training and upskilling where needed.

The key opportunities for providing a healthier and more dynamic urban forest are:

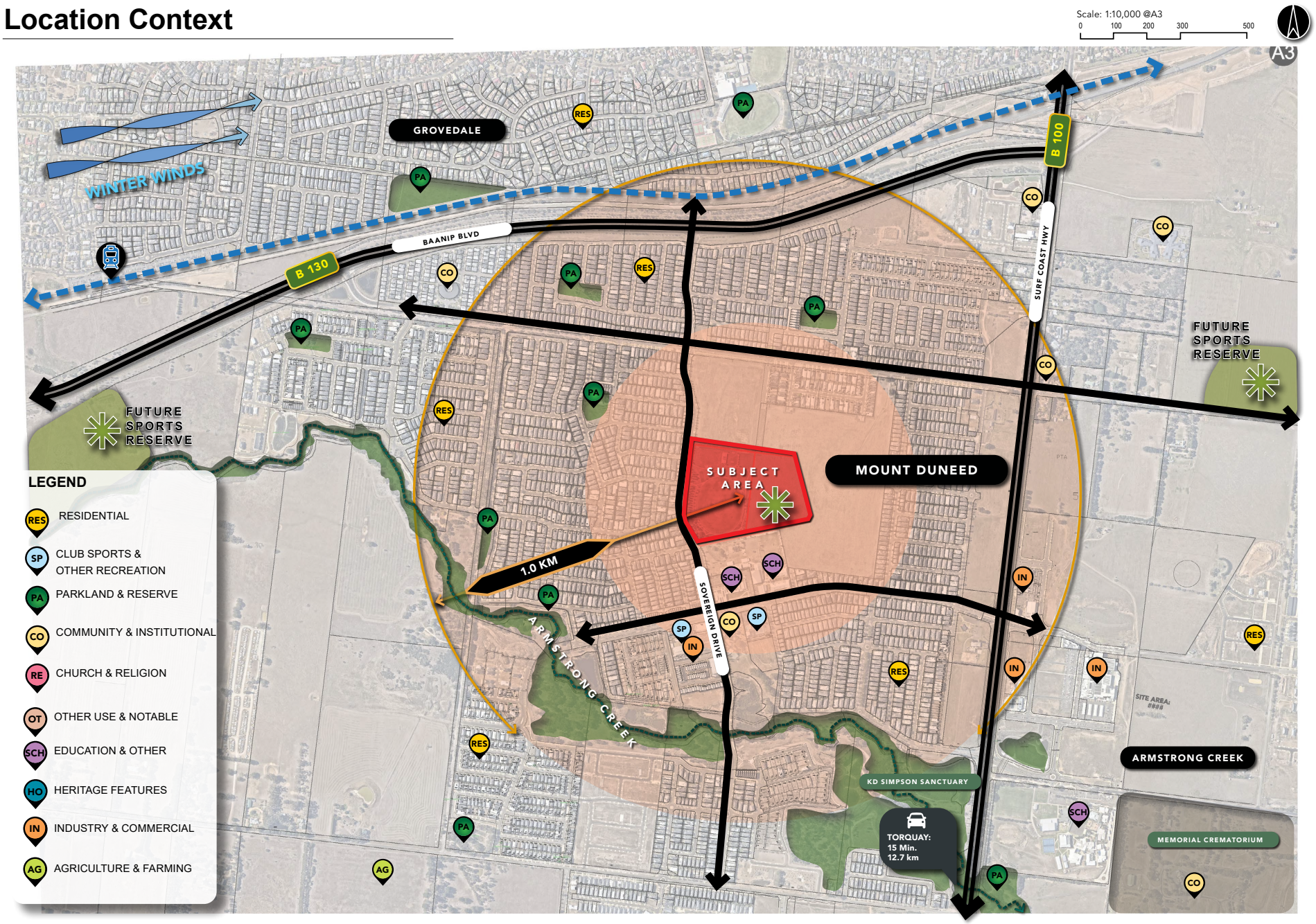
- 45,000 existing vacant nature strips in our streets.
- Developing tree lined entrances to our city.
- Thousands of tree planting locations across Geelong's open space network.
- Improving the quality of streetscapes and open space in urban growth areas.
- Planting more indigenous trees in wetland reserves and conservation areas.

The master plan will need to integrate sufficient trees and vegetation to contribute towards the goal of increasing the tree canopy to 25 percent over a 30-year period across Geelong.

Regional Context



Location Context



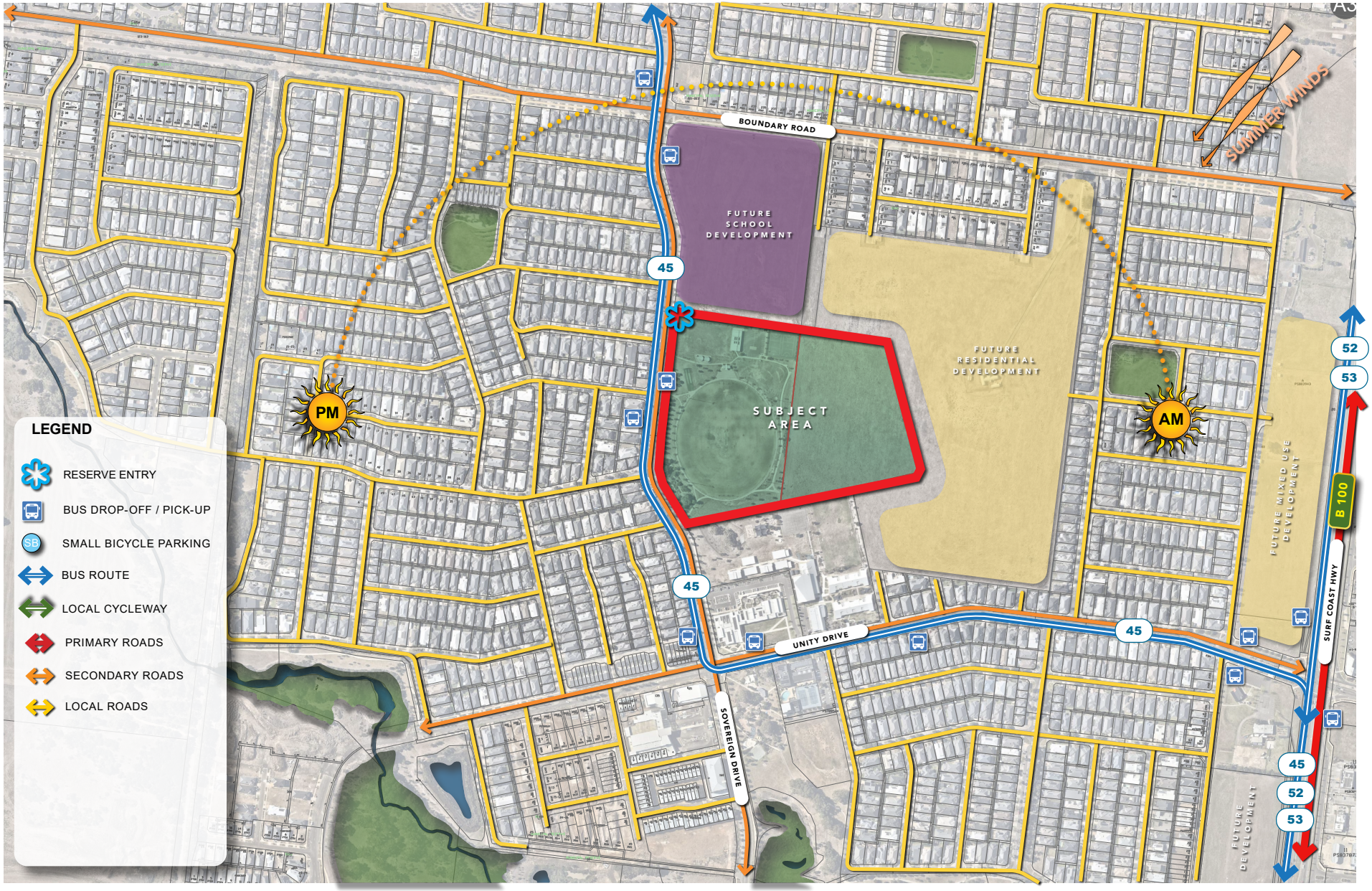
Use and Typology

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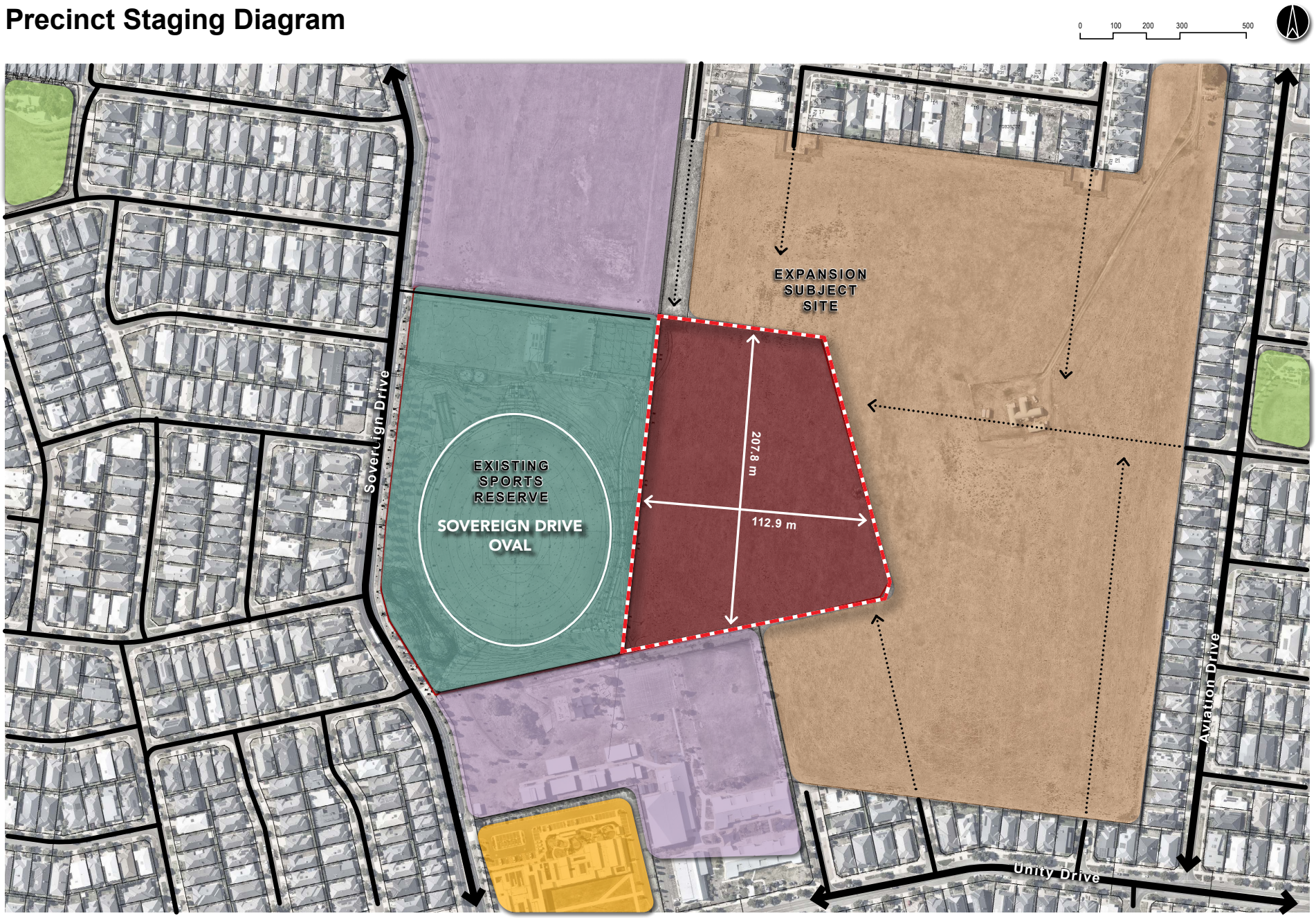


Traffic and Movement

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Precinct Staging Diagram



Precinct Plan



Existing Use Plan

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CITY OF GREATER GEELONG

2.4. Draft Geelong Waterfront Master Plan

Source: **Placemaking**
Executive Director: **Tennille Bradley**

Purpose

1. The purpose of this report is to seek endorsement to proceed with community and stakeholder engagement on the Draft Geelong Waterfront Master Plan (Draft Master Plan).

Background

2. The Draft Master Plan sets out a renewed vision for the Geelong waterfront, providing a coordinated framework to guide development, management, and investment over the coming decades.

3. The first phase of community and stakeholder engagement, conducted in late 2023 and early 2024, along with ongoing internal engagement across teams, has directly informed the Draft Master Plan's vision, priorities, and precinct design proposals.

4. Comprehensive tree and accessibility audits, commissioned in 2024, provided key technical inputs that directly informed recommendations in the Draft Master Plan, supporting evidence-based planning and improved outcomes for universal access and urban canopy management.

5. A quantity surveyor cost estimate has been prepared to support the Draft Master Plan's implementation plan, providing indicative capital costs and informing the phasing and funding strategy.

Key Matters

6. The Draft Master Plan responds to community aspirations and emerging challenges by providing a renewed strategic and spatial framework that addresses key themes of environmental resilience, heritage and culture, connectivity, placemaking, and sustainable tourism.

7. The Phase 2 of stakeholder and community engagement is proposed to gather feedback on the Draft Master Plan. This will test the proposed vision, design principles and project proposals before the plan is finalised for Council adoption.

8. Once adopted, the Master Plan will replace the 2011 Geelong Waterfront Master Plan, building on its achievements and addressing unresolved issues such as connectivity gaps, infrastructure resilience, underutilised assets, and increasing visitor demand.

9. Future implementation may involve project staging and funding contributions, to be considered through future budget processes and aligned with partnerships including State Government and external grants.

Recommendation

That Council:

1. **Endorses the draft Geelong Waterfront Master Plan (Attachment 1) for community for community engagement for a period of four weeks commencing on 27 August 2025; and**

2. **Notes that the final Geelong Waterfront Master Plan and engagement report will be presented to Council for endorsement in December 2025.**

Financial Sustainability

10. The Draft Master Plan does not commit Council to capital expenditure. Future implementation may involve project staging and funding contributions, to be considered through future budget processes and aligned with partnerships including State Government and external grants.

11. Any operational or maintenance cost implications of proposed upgrades will be scoped and refined during detailed design of individual projects.

Community Engagement

12. Community and stakeholder engagement to develop the Draft Master Plan included:

    12.1. Public listening posts along the waterfront

    12.2. A 'Have Your Say' page for community and stakeholders with over 600 survey responses

    12.3. Interviews with stakeholders including Victorian State Government and Deakin University

    12.4. Community 'Deep Dive' Session

    12.5. Interviewing Business and Community Organisations

    12.6. Community Workshop

    12.7. Site Walk

    12.8. Engagement with the Youth Advisory Committee.

13. Internal engagement to develop the Draft Master Plan included:

    13.1. Project working group with representatives from: Open Space Planning, Tree Management, Parks, Civil Infrastructure, Transport, Place Activation, Heritage, Environment and Natural Resources, Property, Swim Sport and Leisure, Events, Public Art, Investment and Economy, and Tourism.

14. Project control group with directors and managers from: Tourism, Civil Infrastructure, Urban Design and Place, Financial Officer, Parks and Natural Assets, Advocacy and Government Relations, Asset Management, Community Participation, Community Safety and Regulation, Swim, Sport and Leisure, and Economic and Cultural Development.

15. Proposed community and stakeholder engagement on the Draft Master Plan will include:

    15.1. A refresh of the 'Have Your Say' page with updated content and survey

    15.2. Public exhibition of the draft master plan for at least 4 weeks

    15.3. Stakeholder briefings and targeted one-on-one meetings

    15.4. Listening post sessions along the waterfront.

Social Equity and Sustainability

16. The Draft Master Plan promotes inclusive and equitable access to the waterfront, improved public amenity, and supports a sustainable local economy.

17. The proposed engagement approach will prioritise broad participation.

Relevant Law/Policy/Legal Implications

18. The Draft Master Plan aligns supports delivery of key policy commitments under Clever and Creative Future (2017), Council Plan (2025 – 2029), Urban Forest Strategy (2015 -2025), Environment Strategy (2020- 2030).

19. The Draft Master Plan builds on Central Geelong Framework Plan (2023) and Revitalising Central Geelong Action Plan (2016).

20. The Draft Master Plan supports compliance with DEECA's sea level rise benchmarks, Eastern Beach Conservation Management Plan (draft) and builds the 2011 Waterfront Master Plan.

Alignment to Community Plan and Vision

21. This report aligns with Our Council Plan 2025-2029 strategic priority:
    Economic Development.
    Heritage and Culture

22. 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.
    An inclusive, diverse, healthy and socially connected community.
    People feel safe wherever they are.
    Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

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

Risk Assessment

24. The Draft Master Plan provides a clear strategic framework that helps mitigate key risks related to infrastructure deterioration, event and visitor management, and climate impacts.

25. Community consultation ensures reputational risk is managed through transparency and inclusivity, while early engagement supports a robust final plan that balances stakeholder priorities.

Environmental Sustainability

26. The Draft Master Plan embeds principles of climate adaptation, nature-based solutions, and water-sensitive urban design.

27. It promotes urban cooling through increased canopy cover, supports biodiversity through coastal restoration and aquatic habitat zones.

Attachments

1. Waterfront Masterplan Document- Draft v 14 [**2.4.1** - 61 pages]


THE CITY OF GREATER GEELONG
GEELONG WATERFRONT
MASTER PLAN
Guiding the future of the Djilang Waterfront
Draft
August 2025
CITY OF GREATER
GEELONG

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 also acknowledge all Aboriginal and Torres Strait Islander people who are part of our Greater Geelong community today.

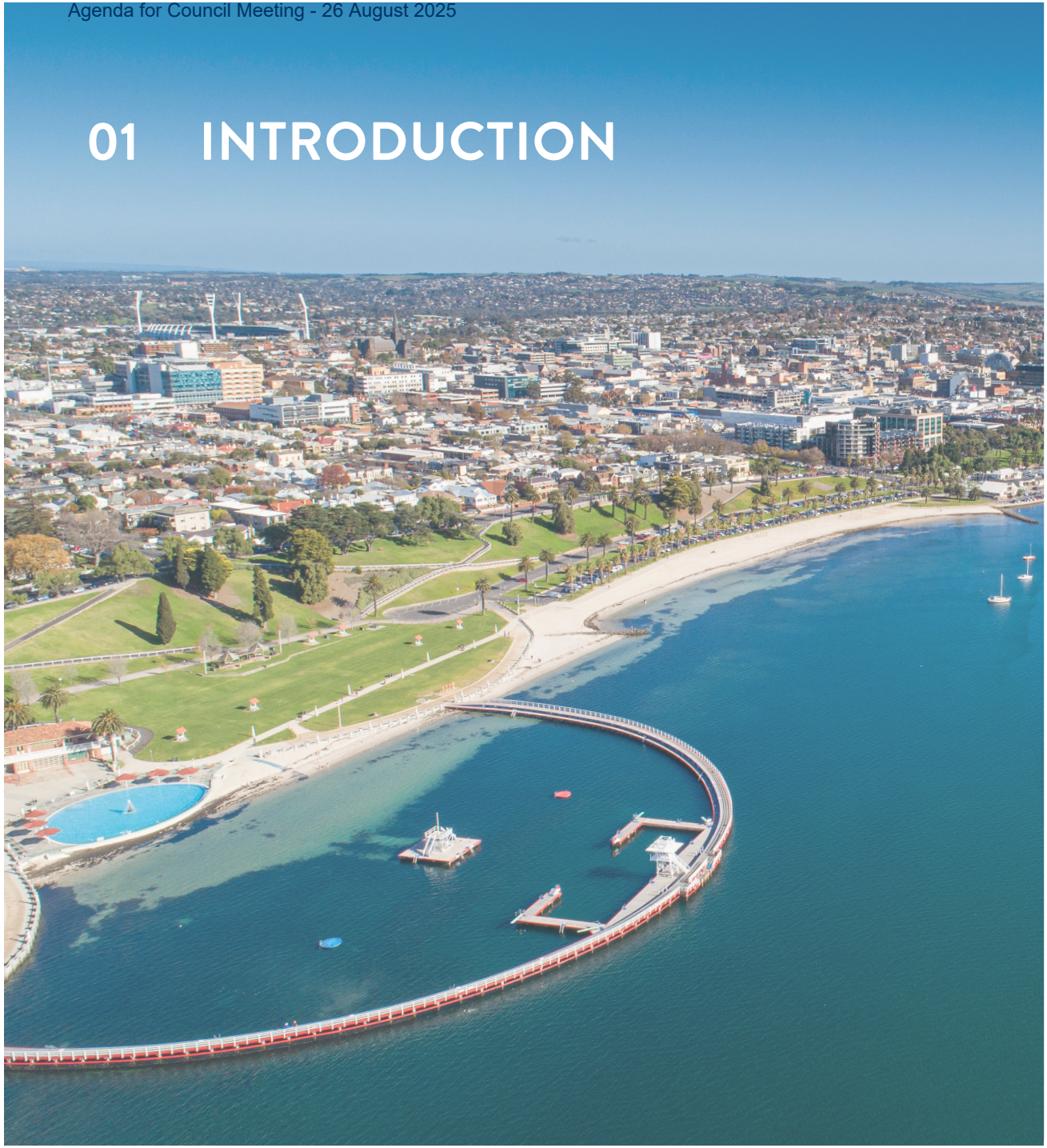
We extend our sincere thanks to the Wadawurrung Traditional Owners Aboriginal Corporation for their guidance, cultural leadership, and generosity in sharing stories that have enriched our understanding of the waterfront's deep cultural significance. We value this partnership and look forward to continuing to grow and learn together.

CONTENTS

01	**INTRODUCTION**	**4**
	2011 master plan: successes, challenges and the need for a renewed vision	5
02	**THE WATERFRONT: PAST AND PRESENT**	**6**
	Wadawurrung Country	6
	European settlement	7
	Historical timeline	8
	City of Greater Geelong today	11
	Central Geelong	12
03	**THE OPPORTUNITY**	**13**
	Defining the vision	13
	Outlining the design principles	13
	Connectivity and movement	14
	Environmental protection, climate adaptation, and ecology	15
	Culture, heritage and public art	16
	Place activation, liveliness and vibrancy	17
04	**THE MASTER PLAN**	**18**
	Introducing the Precincts	19
	Western Beach restoration precinct	20
	Convention and creativity precinct	24
	Central celebration precinct	26
	Heritage leisure precinct	28
	Limeburners nature precinct	30
05	**IMPLEMENTATION PLAN**	**33**
	Proposed implementation schedule	34
06	**APPENDIX**	**39**
	Materials palette	40
	Community engagement and consultation which informed the draft	44
	Background documents	45
	Existing conditions	48



01 INTRODUCTION



The Geelong Waterfront is one of the city's most valued public assets, offering a unique mix of recreation, culture, and economic activity. This Waterfront master plan sets out a clear vision for its future, ensuring it remains vibrant, accessible, and resilient while balancing environmental, social, and economic priorities.

Since the major public realm improvements between 1996 and 2000, the waterfront has flourished as a key destination. However, increasing visitation and events and environmental challenges from the coastal environment are placing pressures on the precinct and highlight the need to renew and upgrade infrastructure to respond to evolving community needs. Current major projects such as the Geelong Yacht Club expansion, Geelong Safe Harbour project, and the Nyaal Banyul Geelong Convention and Event Centre will further increase waterfront visitation and reinforces the need for coordinated investment and long-term planning.

We jointly manage the waterfront with the Victorian Government and leaseholders responsible for commercial operations, tourism attractions, and events. This master plan provides a framework for the next phase of renewal, ensuring public spaces are enhanced, connections between Central Geelong and the waterfront are strengthened, and management responsibilities are aligned. By prioritising design excellence, inclusivity, and environmental sustainability, the plan secures the waterfront's role as a dynamic and valued part of Greater Geelong.

1.1 2011 MASTER PLAN: SUCCESSES, CHALLENGES AND THE NEED FOR A RENEWED VISION

This document will replace the *Central Geelong Waterfront Masterplan 2011*, which was a review and update of the *Waterfront Design and Development Code 1996 (the Code).* The 2011 master plan aimed to refine the waterfront's development while addressing emerging challenges. It built on existing successes of the Code and directed efforts toward key improvements.

2011 master plan successes:

- Wangim Walk has been a major success, providing a publicly accessible wave attenuator that significantly enhances public access and offers unique views over Corio Bay. Named after the Wadawurrung word for 'boomerang', this structure also serves to protect the Royal Geelong Yacht Club's marina by mitigating wave impact, thereby improving safety and capacity for vessels.
- The Nyaal Banyul Convention Geelong Convention and Event Centre is now under construction and set to open in 2026, delivering a major civic and economic anchor with high-quality public space, improved streetscapes, and stronger connections between the waterfront and city centre. The project reflects successful collaboration between the local, state and federal governments, supporting local businesses, tourism, and future investment in the precinct.
- Royal Geelong Yacht Club upgrades are underway and expected to be completed by mid-2025. The project includes a new clubhouse, Victorian Sailing School complex, and upgrades to surrounding public areas, improving access, safety, and opportunities for sailing education and community use.
- New ferry services to Melbourne and Portarlington enhance water transport connectivity.

The following challenges and unmet objectives remain:

- Coordinating upgrade or renewal works with the conservation of heritage elements, presents an ongoing challenge.
- Incomplete pathways and accessibility limitations hinder continuous connectivity along the waterfront.
- Rising construction costs have limited budget for renewal or upgrade projects.
- The connectivity, commercial, and community offerings at Western Beach are currently underutilised, presenting an opportunity to develop a comprehensive precinct plan.
- Mineral spa and wellness centre plans have yet to materialise.
- Cunningham Pier has unmet potential for greater tourism attraction including as base for cruise ships.
- The Stage 2 Expansion of the Youth Activity Area, including viewing terraces and climbing walls, has not been executed.
- Efforts to transform Fisherman's Basin into a vibrant maritime and tourism hub remain incomplete.
- Some sections of the waterfront experience increased pressure from events, leading to greater wear and tear, higher maintenance requirements and disruptions to day to day use.
- Critical infrastructure improvements, such as sea wall enhancements and climate-resilient planting, remain pending.

Given the evolving needs of the waterfront and lessons learned from the *2011 Geelong Waterfront Master Plan*, a new master plan is necessary to:

- Address ongoing and emerging challenges.
- Refine and update the vision for the area.
- Guide future development and management in a sustainable and unified manner.



02 THE WATERFRONT: PAST AND PRESENT

2.1 WADAWURRUNG COUNTRY

The Geelong Waterfront is an important part of Wadawurrung Country, within the broader cultural landscape of Djilang. For over 45,000 years, the Wadawurrung People have lived in deep connection with the land and water, guided by Bundjil, the Karringalibil Murrup (Creator Spirit), and Waa (the crow), the protector. The waterways, wetlands, and grassy plains sustained a thriving community, providing food, resources, and trade networks. Landmarks such as Wurdi Youang (the You Yangs), Kunawarra (Lake Connewarre), and the Moorabool and Barwon Rivers remain significant, carrying the stories, language, and ancestral presence of the Wadawurrung People.

Djilang, meaning 'Tongue of Land' in Wadawurrung language, reflects the area's unique coastal geography where the land extends into Corio Bay. The rich natural resources of this Country supported Wadawurrung communities, enabling a sustainable way of life that respected the balance of the environment. Many place names in the region, such as Geelong (Djilang), Mooroobull (Moorabool), and Kunuwarra (Connewarre), originate from Wadawurrung language, reflecting the enduring connection between people and place.

The waterfront has long held cultural and historical significance to the Wadawurrung people. For thousands of years, this area has been a vital hub for fishing, hunting, and gathering, with its natural resources providing sustenance and spiritual connection. It has also served as a key meeting place where the Wadawurrung people, alongside neighbouring groups, shared food, exchanged knowledge, and reinforced cultural ties. These gatherings facilitated trade and strengthened relationships between communities. As the region develops, it is essential to honour the Wadawurrung people's ongoing cultural practices and ensure that future projects respect and preserve their connection to the waterfront.

2.2 EUROPEAN SETTLEMENT

The arrival of European settlers in the 1830s brought rapid and lasting changes to the Geelong Waterfront.

European colonisation led to extensive land clearing for farming, grazing, and urban expansion. Wetlands were drained, waterways were altered or filled, and introduced species replaced native vegetation. Industrial development and port infrastructure reshaped Corio Bay, with dredging and reclamation works disrupting natural coastal processes and impacting water quality. Sealing, whaling, and gold mining further transformed the landscape, leaving lasting environmental scars.

By the mid-19th century, much of the original natural environment had been altered, replaced by jetties, piers, and wharves that supported Geelong's growth as a trade and industrial hub. Built form still tends to be a dominant feature the waterfront, predominately on the southern perimeter with open space tending to be confined to the coastal fringe.

In addition to its industrial and port-related past, Geelong Waterfront holds important layers of recreational and civic heritage. Eastern Beach, developed in the 1930s as part of a major public works program, remains a much-loved destination for swimming, picnics, and community gatherings. Its Art Deco boardwalk, sea baths, and landscape terraces reflect a long-standing civic investment in public leisure along the bay. More recently, Jan Mitchell's iconic Baywalk Bollards have added to the cultural richness of the area, celebrating Geelong's diverse histories and characters in a uniquely engaging way.



2.3 HISTORICAL TIMELINE

45,0000 years ago

For at least 45,000 years, the Country now known as the City of Greater Geelong was the land of the Wadawurrung Aboriginal people. The name of this language group traditionally means the people who belong to the water, in reference to the rivers, creeks, lagoons and other water sources within Wadawurrung Country

Wadawurrung Country originally extended over approximately 7800 km², taking in the Bellarine Peninsula and west towards the Otway forests and north boundaries to Mount Emu and Mount Misery, extending to Lake Burrumbeet, Beaufort and the Ballarat goldfields, and north of the Werribee River



Eugene Von Guerard, View of Geelong, 1856.

1803

Djilang is the traditional Wadawurrung name for Tongue of Land. The name **Geelong** was named in 1837 by Governor Richard Burke



C Grimes, Port Phillip, 1803.

1830



Eugene Von Guerard, Geelong, c. 1830.

1835



Map of Part of New Holland showing the Territory of Geelong and Dutigalla, 1835

1836

Sandbar from Pt Henry to Pt Lillias prevents ships entering Geelong. All alight at Pt Henry and travel to Geelong via small boats known as Lighters

1838

Initial township and Western Gully



Part of map of Geelong, HWH Smythe, 1838

1838

Passenger steamers (Bay Steamer Service) commences operation from Melbourne to Geelong

Lime kilns established for building

Geelong Public bathing House/Jackson & Rays Baths (1838 - 1855)

1840

Suburban allotments for sale

First shipment of wool leaves for London. Wool industry (broking, sales & storage) established

Western Gully, the Corio Bay and the beginnings of Geelong



S. Mossman, Geelong in 1840: the beginnings of two important Victorian towns, 1840.

1841 - 1842

Campaign to import labourers from the United Kingdom

Immigration of Swiss vignerons

Waterfront's Central Precinct from the Geelong township with sheoak trees in foreground



Charles Norton, Geelong 1842, 1842

1845

Corio Bay Bathing Establishment, Geelong Sea Bathing Company and Geelong Public Bathing House (1845 - 1927)

1848



George Gilbert, Limeburners point, 1848.

1848

Shortages in local labour caused the European settlers to bring in Chinese, Malay and Indian workers from Singapore

Geelong declared a free-warehousing port. Imports no longer had to be cleared by customs in Melbourne first

1849

German immigrants arrive

1850

The township has grown exponentially by 1850. There is now a jetty and sea bathing complex on the foreshore



G.A. Gilbert, Geelong Bay looking towards Mt. Martha Ranges, 1850



Robert Hoddle, Geelong, 1850

1850

View of the Central Precinct looking east from the Western Precinct

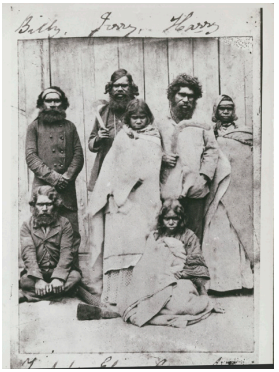


Stringer, Mason & Co. Lithographers, Corio Bay 1850, 1850

1851

Gold rush commences and many leave Geelong bound for Ballarat

1852



Wadawurrung group with Billy (Willema Baa Ni Ip), Jerry (Dan Dan Nook) and Harry

1853



John William Harwick Corio Bay & the You Yang Mountains from Victoria Terrace, 1853

Labour shortages in the region as a result of the gold rush

Most flora and fauna eradicated from area. Wadawurrung people dispossession

1854

Geelong becomes the official port for exportation of gold

1854



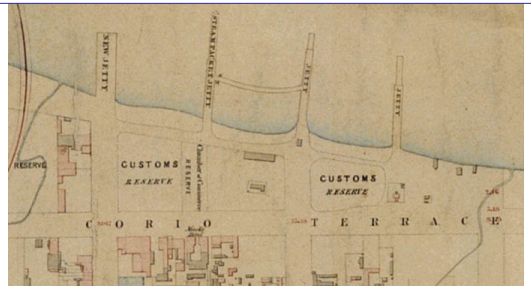
Eugene Von Guerard, Aborigines met on the road to the diggings, 1854.

1855

Geelong Sea Bathing Company Ladies Baths (1855 - 1927)

Shipbuilding established at Ripplside, constructing large shipping vessels

Railway Wharf constructed to move coal from ships to storage at Railway Station to support passenger steamer industry, railway & households



Locations of wharfs on the Geelong foreshore in 1854. Left to right: Moorabool Wharf, Steampacket Wharf, Yarra Street Wharf & Queens Wharf. Source: J.H. Taylor, Map of Geelong, Surveyor-General's Department, Melbourne, 1854

1856

Western Beach Seabathing Company Baths (1856 - 1874)

1857

Western Beach Sea Bathing Company Baths #2 (1857 - 1927)

Melbourne to Geelong railway line established

1860

Waterfront's Central Precinct view from Geelong's township



H. Winkles & H.Bibby, Geelong, c.1860.

1860

Creation of Eastern Park and the Geelong Botanical Gardens

1862

South Channel cut through Pt Henry sandbar, opening up the port to large ships

Geelong to Ballarat railway line established



Geelong Harbour (Eastern baths) showing Singapore Terrace, n.d., pre 1862.

1864

Second Railway Wharf constructed to accommodate huge export trade (coal, wool & grain)

1870

Tourism begins to boom with the opening of mineral springs in Clifton Springs and seaside towns on the Bellarine

Victoria Baths and Western Beach Sea Bathing Company Baths #3 (1870 - 1935)

Goldrush peters out. Many move to Geelong for work

1874

Geelong to Colac and Warrnambool railway line established

1879

Corio Bay Rowing Club established in central waterfront

1880

Fisherman's Boat Harbour and Fisherman's Jetty - Fishing

Andersons Bathing House (1880 - 1928)

1884

Mineral Springs opened (The springs were declared unfit for human consumption and closed down in 1959. A new bore was drilled in 1999).

1885

Central Geelong seawalls constructed to reclaim land

1889

Lime burning discontinued due to pollution

1889 - 1896

Depression

1893

Hopetoun Channel completed, enabling ships to enter Corio Bay



Anon, Railway Pier, c.1910

1900

A power station erected, coal-powered

Transvaal Square Commemoration

1905

Corio Quay South opens

1910

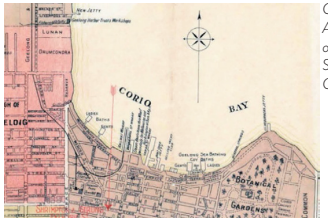
Limeburners Jetty: Recreational Fishing (1910 - 1942)

St Helens Jetty, Swimming Pool, Baths and Boatshed (1910 - 1966)

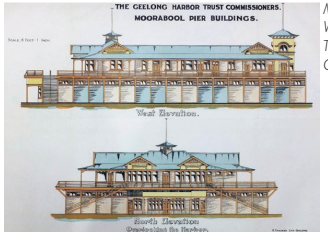


Anon, Moorabool Street Wharf, c.1910

1912



Geelong Progress Association, Portion of Plan of Geelong & Suburbs, Shrimpton & Strong, Geelong, c.1910



Moorabool Pier Buildings, West & North Elevations, H. Thacker lithographer, Geelong, c.1912

1913

Joy Ark opens (1913 - 1927)



Geelong tram service commences



Moorabool Pier, G.L., Railway Pier, c.1910

1914 - 1918

World War I

1916-1920

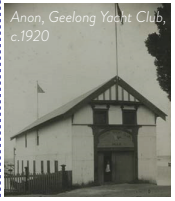


Anon, The winning racing crew at the Geelong Yacht Club regatta, 1916



Anon, A greasy pole competition at the Geelong Yacht Club regatta, 1916

Woods Jetty/Glenleith Avenue Jetty (1916 - 1959)





Geelong tram No. 2 at the Wharf terminus, c1920

1920

Tourism boom following the war

1925

Corio Quay North No.1 opens for meat & coal import/export

1929

Great Depression (1929 - 1938)

Rippleside Baths Complex (1929 - 1960)

1930

Construction of Eastern Beach seawall

1932

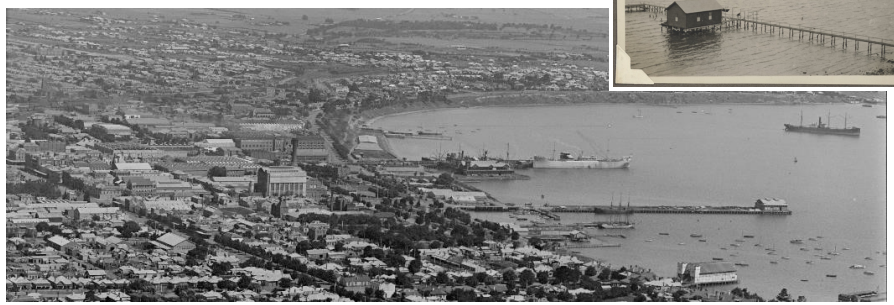
Construction of Western Beach seawall



Charles Daniel Pratt View from Geelong Gas Works North Geelong looking south-east, 1923



Anon, Port Phillip From Eastern Beach, Geelong, Victoria, c. 1925



Charles Daniel Pratt, Geelong Harbour and Waterfront, 1926





Anon, Visit to Geelong March 32 - Beach Park Corio Bay, 1932



Anon Eastern Beach, Geelong, Victoria, 1935

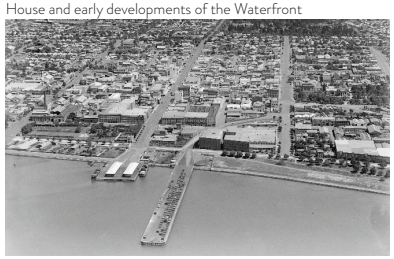
1935



Trompf, Percy & Victorian Railways, issuing body & F.W. Niven & Co., printer. Take a Kodak, 1935

1938

Moorabool and Gheringhap Streets as central links to the Railway Pier (Cunningham Pier), Moorabool Street Wharf, the Customs House and early developments of the Waterfront



Pratt, Charles Daniel, and Airspy. Geelong, 1938

1939

World War II starts

Corio Quay North No.2 opens for grain export



Anon, art of City of Geelong, Parish of Corio, County of Grant - Dept. of Lands and Survey, 1940

1939

The Fountain, Eastern Beach



Anon, The Fountain, Eastern Beach, c.1940

1942

Competition with rail and motorcars see closure of passenger steamer services

1945

World War II ends

1947

Mass immigration from Europe after the war, facilitating large growth in manufacturing in Geelong

1947

A Tourist Map locating in the Waterfront the presence of: St Helens Swimming Pool, Hutton's Wharf, Rippleside Beach & Park, Fishermans Gully, Rippleside Jetty, Glenleith Jetty, Westnern Beach, Railway Wharf, Moorabool St Wharf, Yarra St Wharf, Stony Pier, Yacht Club Pier, Eastern Beach Swimming Enclosure, Parkside Swimming Pool, Limeburners Point, Eastern Park



Anon, Tourist map, 1947

1956

Geelong tram service ceases

1962

All Victorian Aboriginal people are given voting rights for the first time

1970

European immigration decreases

1975

Railway Pier ceases to be used for the shipment of goods

1976

Wathaurong Aboriginal Corporation was incorporated under The Aboriginal Councils and Associations Act 1976 to act on behalf of and represent the interests of all Wadawurrung People

1977

The Wurdi Youang stone arrangement on Wadawurrung lands is declared a protected archaeological site

1978

Ballarat rail line closes to passengers

1979

The wool industry (broking, sales & storage) comes to an end



Wurdi Youang (You Yangs), Rockwell

1980

Wathaurong Aboriginal Co-operative is formally registered

1982

The High Court rejected the doctrine of Terra Nullius and concluded that consequently Native Title could have survived on lands where it had not been extinguished

1999

Bore drilled to reinstate mineral springs (35 metres down to reach the pure water in the under ground spring and hand pump fitted)

1980

Cunningham Pier renovated with restaurant at end (now closed and used as carpark)

2000

Aboriginal Cultural Heritage Management & Protection Development Planning Protocol agreed between City of Greater Geelong and the Wathaurong Aboriginal Co-operative

2001

City of Greater Geelong agrees to archaeological examinations for all development within 500 metres of the ocean, bays or waterways in order to protect Aboriginal sites

2005

William Buckley Discovery Trail launched

2008

Statement of commitment to partnership with the Wadawurrung by the City of Greater Geelong

2008

City of Greater Geelong endorses the apology made to the Stolen Generations by Prime Minister Rudd

2005

Wathaurung Aboriginal Corporation (WAC), trading as Wadawurrung, was accorded Registered Aboriginal Party (RAP) status

2019

Passenger ferry service to Melbourne opened

2025

Construction of Nyaal Banyul Geelong Convention and Event Centre on Western Beach Road

2.4 CITY OF GREATER GEELONG TODAY

Geelong is a vibrant, rapidly growing city, home to a diverse economy that includes sectors like advanced manufacturing, education, health, and tourism. Its north-facing waterfront location is a major draw, with the city attracting over 5 million visitors each year, contributing significantly to its thriving $1.5 billion visitor economy.

To accommodate its expanding population, Geelong is focused on sustainable growth, with state government housing targets planning for 128,600 new homes by 2051. Infrastructure improvements are a priority, including the Regional Rail Revival program to enhance Geelong's rail services, along with ongoing upgrades to roads and cycle routes.

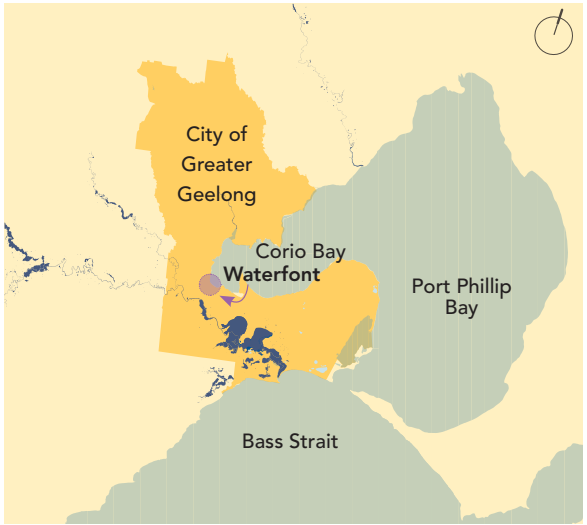


Figure 1. Context map

Key public and private projects are reshaping the city. The $500 million *Geelong City Deal Implementation Plan* is supporting the revitalisation of the city centre, promoting tourism, and encouraging economic development through infrastructure and cultural initiatives.

Geelong holds the status of a major events hub, with large-scale events like the Cadel Evans Great Ocean Road Race, Sails on the Bay at the Geelong Festival of Sails, Geelong Revival Motoring Festival, AFL matches, and local festivals attracting visitors from across the region.



2.5 CENTRAL GEELONG

Central Geelong is a walkable hub located on the western edge of Corio Bay. Its grid-based street layout provides easy navigation, with north-south streets offering scenic views of the bay, reinforcing the city's strong connection to the waterfront.

The city's character blends historic and modern architecture, with iconic landmarks such as City Hall, the Geelong Library & Heritage Centre, Deakin University, and the Wurriki Nyal Civic Precinct. These established buildings are complemented by new developments, including the Nyaal Banyul Geelong Convention and Event Centre, along with new hotels, commenrcial and residential towers, and mixed-use spaces that are contributing to a growing and diverse population.

Geelong's waterfront is at the heart of its identity, with popular spaces like Eastern Beach Reserve drawing locals and visitors alike. The Royal Geelong Yacht Club's redevelopment is enhancing the area's water recreatation activities. New opportunities for waterfront improvements fronting the Nyaal Banyul Geelong Convention and Event Centre offer the potential to further strengthen the connection between the city and the bay, and extend activity to the western end of the waterfront.

As Geelong continues to evolve, the master plan will ensure the waterfront remains a core asset, accessible, sustainable, and aligned with the city's evolving identity.

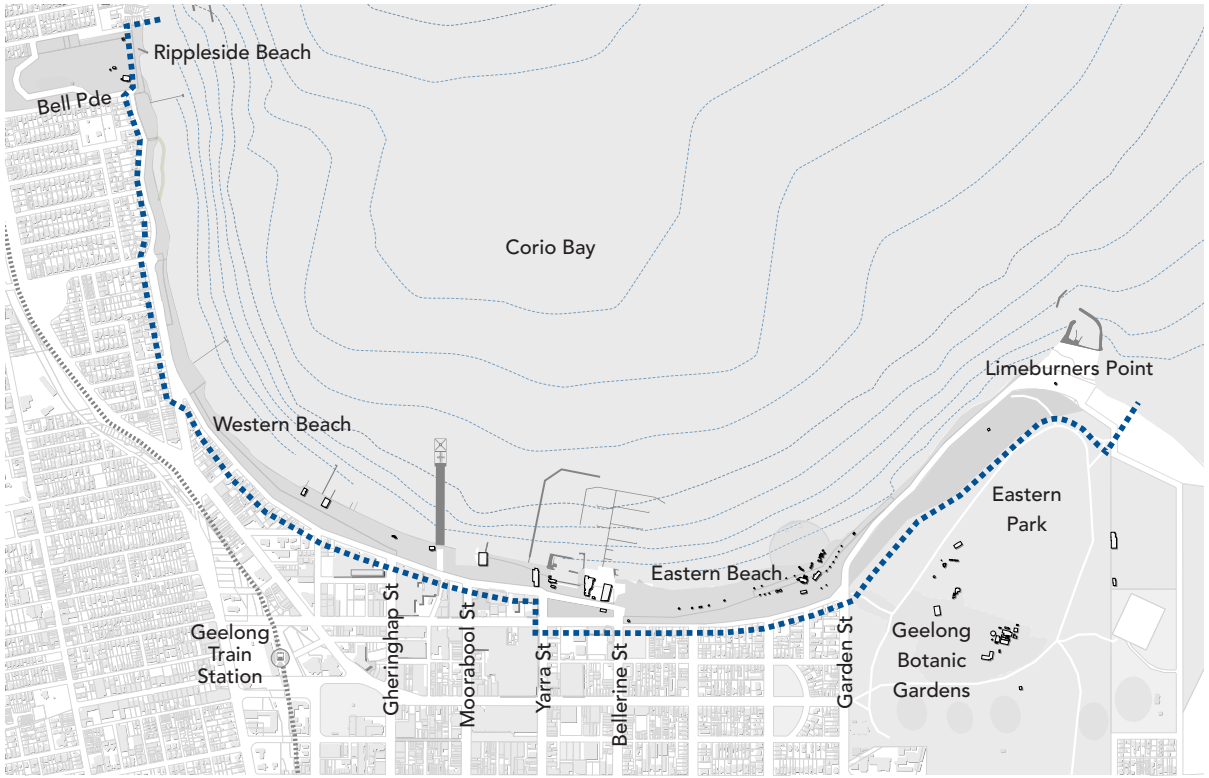


Figure 2. Study Area

03 THE OPPORTUNITY

DEFINING THE VISION

Already a vibrant, inclusive, and accessible destination loved by locals and visitors alike, the waterfront is the heart of the city.

Building on its rich heritage and creative spirit, the waterfront will continue to evolve—strengthening connections to Corio Bay and cementing the city's place as a thriving regional capital.

This transformation will set new benchmarks in urban design, sustainability, and placemaking, delivering exceptional public spaces and new opportunities for culture, business, and recreation.

Honouring the past and looking boldly to the future, the renewed waterfront will be a legacy for generations.

OUTLINING THE DESIGN PRINCIPLES

The design principles translate the draft master plan's vision into clear priorities, shaping future investment and decision-making. They respond to environmental challenges, community aspirations, and economic opportunities, ensuring the waterfront remains connected, inclusive, and vibrant. Each principle is supported by key objectives that guide the future design and delivery of the master plan.



A VISION FOR THE GEELONG WATERFRONT - ARTIST IMPRESSION

3.1 CONNECTIVITY AND MOVEMENT

Enhance movement and connectivity across the waterfront to create accessible, continuous, and sustainable connections.

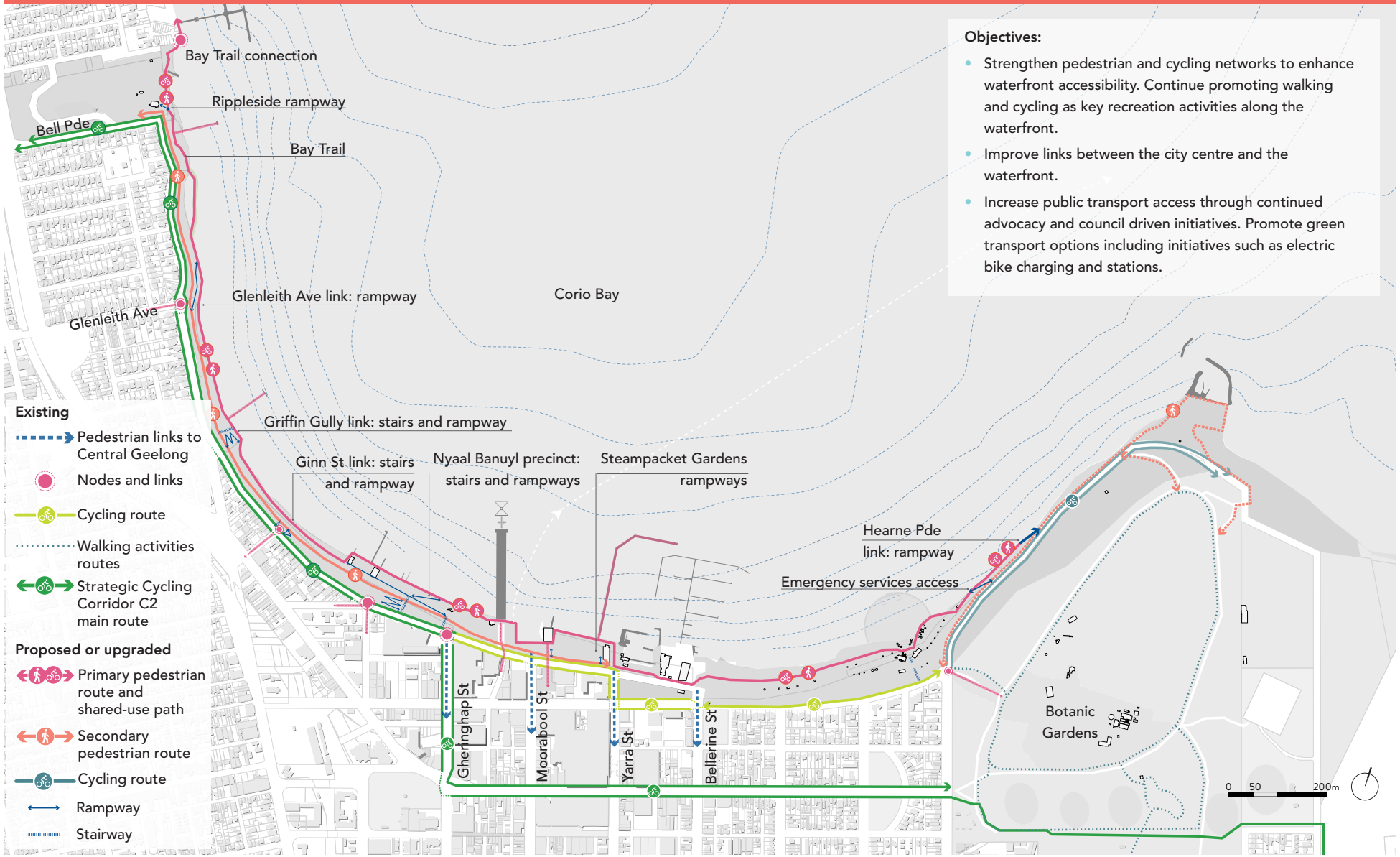


Figure 3. Connectivity and Movement

3.2 ENVIRONMENTAL PROTECTION, CLIMATE ADAPTATION AND ECOLOGY

Enhance and protect the waterfront coastal fringe to promote climate resilience and ecological health, ensuring long term sustainability and viability.

Objectives:

- Apply best practice climate-adaptive design strategies to improve biodiversity, manage coastal hazards, and strengthen coastal ecology.
- Improve stormwater management and implement water-sensitive urban design strategies.
- Placement of significant planting to be responsive to the landscape character, whilst considering the retention of key views.
- Increase tree canopy coverage throughout the waterfront. Prioritise the replacement of specimens of low Useful Life Expectancy (ULE). Ensure diversity of genus to promote biodiversity and reduce the risks of loss to disease. Ensure tree species are a balanced mix of indigenous, native and exotic species. Where possible, protect and enhance local biodiversity by promoting linked habitat corridors. Sourcing of indigenous plants to give preference to local provenance stock.
- Integrate climate adaptation measures into built form and public space projects in order to maintain asset functionality, safety and viability, supporting economic activities. Align project briefs with sea level rise projections of 1.19–1.45m by 2100.
- Enhance aquatic environment through design and initiatives that protect native seagrass and restore coastal and near-hore marine ecosystems.

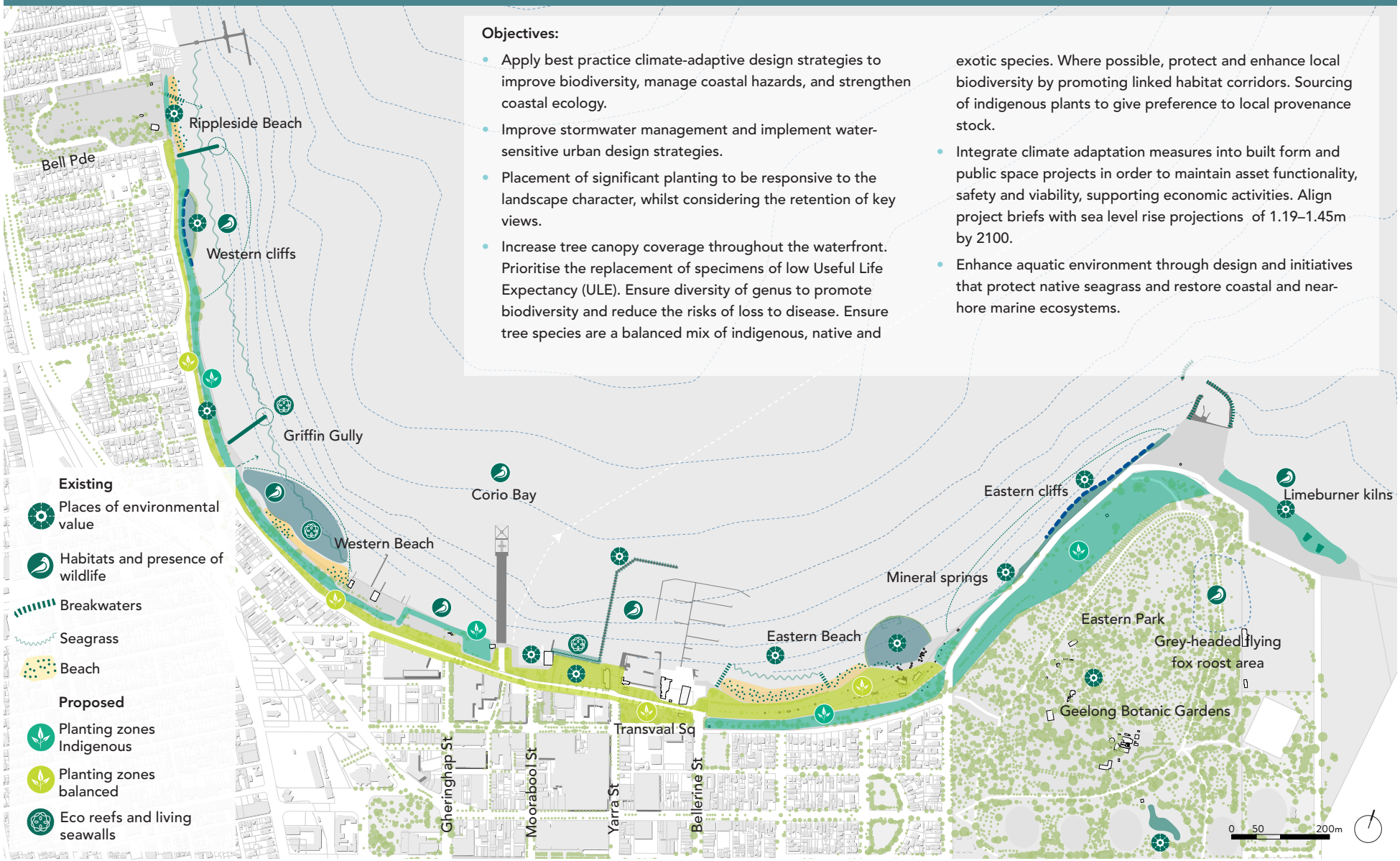


Figure 4. Environmental Protection, Climate Resilience and Ecology

3.3 CULTURE, HERITAGE AND PUBLIC ART

Celebrate and integrate Wadawurrung culture and Geelong's rich waterfront heritage, honouring the past while creating meaningful connections for the community.

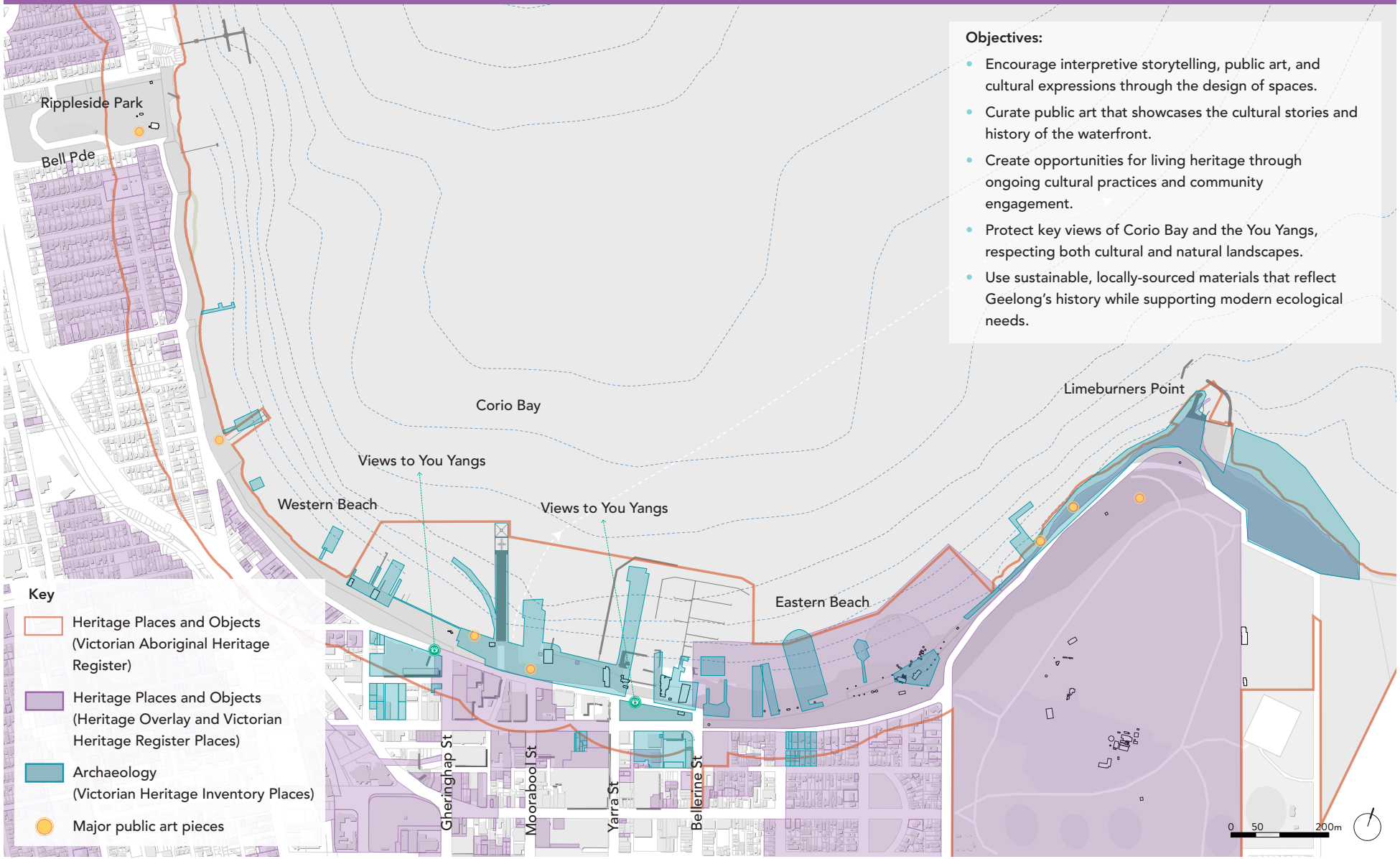


Figure 5. Culture, Heritage and Public Art

3.4 PLACE ACTIVATION, LIVELINESS AND VIBRANCY

Promote spaces that support sustainable day and night activation, encourage social interaction, improve access to the water, and enable opportunities for local businesses, waterfront events and community activation.

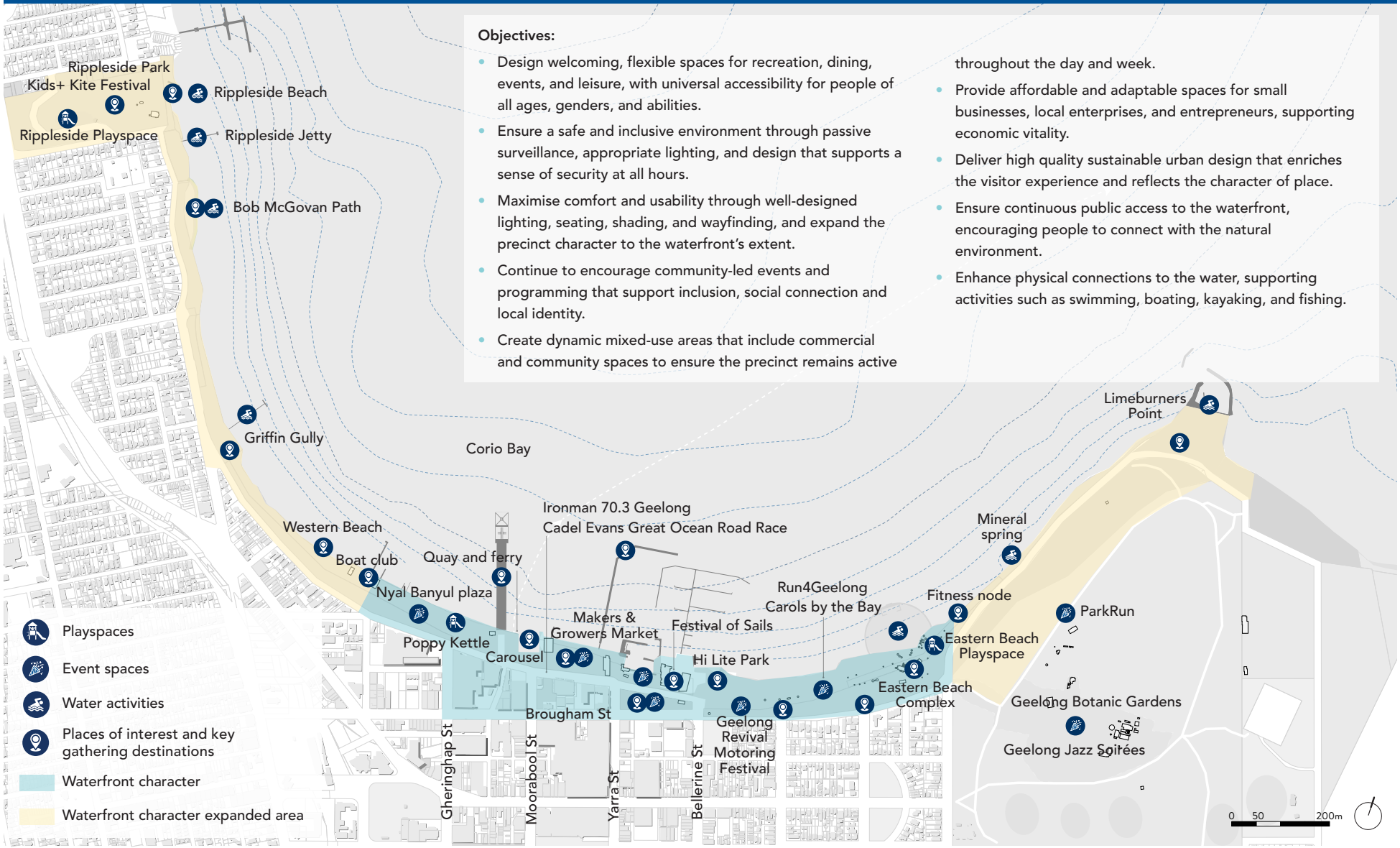


Figure 6. Place Activation, Liveliness and Vibrancy

04 THE MASTER PLAN

The illustrative master plan outlines the vision for the future of the waterfront, reflecting aspirations for a vibrant, sustainable, and inclusive public space. It highlights the potential for enhancing and revitalising the area into a dynamic destination that integrates cultural heritage, environmental sustainability, and community engagement.

While this plan provides a guiding framework for the waterfront's long-term development, it's important to note that detailed design and planning will unfold gradually, in subsequent phases. These phases will involve ongoing consultation, testing, and refinement to ensure the vision is realised in a practical, achievable way that meets both current and future needs.

Western Beach Restoration Precinct: Connectivity, ecology and Wadawurrung Culture



Convention and Creativity Precinct: A new meeting place



Central Celebration Precinct: Connection and community activity



Eastern Beach Heritage and Leisure Precinct: Supporting history, heritage and leisure



Limeburners Point Nature Precinct: Biodiversity, revegetation and connection to the bay



INTRODUCING THE PRECINCTS

The waterfront has been divided into five distinct yet interconnected precincts, shaped by their landscape character and community uses.
A precinct-based approach ensures connected planning, design, and management processes.

Western Beach Restoration Precinct

Running from Rippleside Park to the Western Beach Boat Club, this precinct features natural coastal cliffs, marine ecology, and recreational spaces. Currently underutilised, with some areas in a degraded condition, it has strong potential for renewal. The existing boardwalk provides a foundation for improved pedestrian and cycling connections, while environmental restoration will enhance biodiversity and landscape quality. Strengthening partnerships with the Wadawurrung Traditional Owners will be key to shaping its future, ensuring a balanced approach to conservation, recreation, and boating access.

Convention and Creativity Precinct

Stretching from the Western Beach Boat Club to east of Cunningham Pier, this precinct will transform into a vibrant hub of cultural, recreational, and community activity. Anchored by the Nyaal Banyul Geelong Convention and Event Centre, it will attract significant visitation and host diverse events. Currently, the area features rudimentary paths, sloping terrain, a small playground, and a well-used youth space with room for expansion. Cunningham Pier, an underutilised asset, is privately owned and managed. We will continue to explore opportunities to support commercial partnerships to create opportunities to develop the pier and its infrastructure to better support community usage and activation.

Central Celebration Precinct

Stretching from Steampacket Pier to the Royal Geelong Yacht Club, this precinct forms the heart of Geelong's waterfront activity. It features much-loved destinations such as the Carousel pavilion and Fisherman's Basin, and Steampacket Gardens regularly hosts community events and markets. Its central location makes it a natural hub for residents, workers, and visitors alike. Already a vibrant and successful space, future efforts will focus on subtle upgrades, enhancing pedestrian connections, refining event infrastructure, and better integrating open spaces. These light-touch improvements will support ongoing activation and ensure the precinct continues to thrive as Geelong's premier waterfront gathering place.

Heritage Leisure Precinct

Eastern Beach, and Eastern Beach Reserve is one of Geelong's most iconic waterfront destinations, known for its historic sea baths, scenic promenade, and expansive parklands. The precinct blends heritage, recreation, and tourism, offering spaces for both active and passive enjoyment. Future enhancements will focus on improving accessibility, increasing shade and seating, and exploring opportunities for expanded recreational facilities and family friendly amenities.

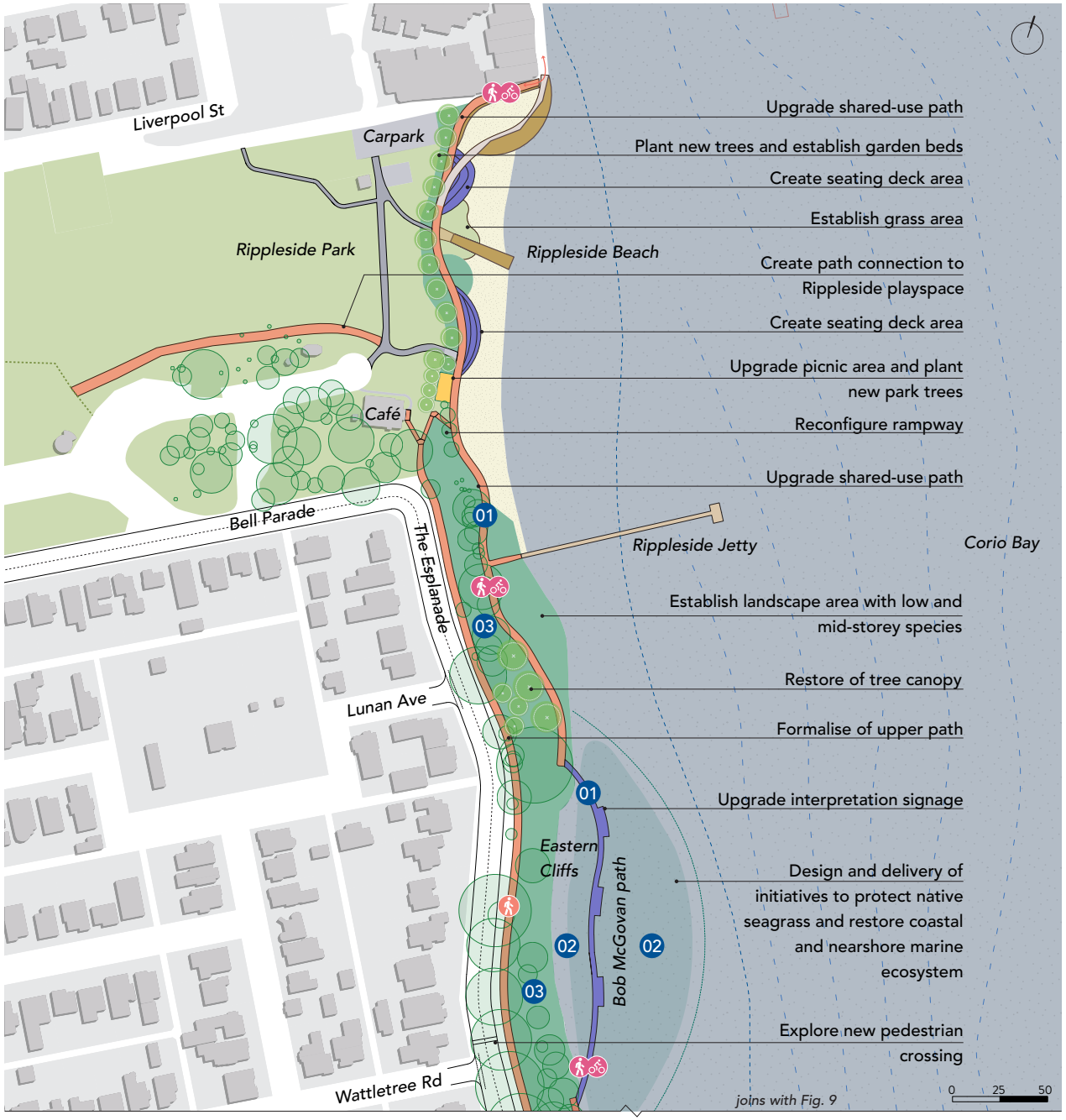
Limeburners Nature Precinct

The area to Limeburners Point is a quieter, more natural section of the waterfront, offering a unique blend of coastal ecology, historical features, and informal recreation. With its mineral springs, rocky outcrops, and connections to Eastern Beach Reserve, this precinct provides opportunities to enhance ecological restoration, improve public access, and highlight the area's Wadawurrung cultural significance. Strengthening pedestrian and cycling connections will also be a priority to better integrate this space with the broader waterfront experience.

This framework brings each precinct's unique character to life, shaping a vibrant and connected waterfront.

WESTERN BEACH RESTORATION PRECINCT

This precinct is a key area of natural and cultural significance, rich in Wadawurrung heritage and environmental significance, including fossil sites and vital seagrass beds. The plan proposes restoring natural ecology, strengthening pedestrian and cycling connections, and improving safety through better lighting, signage, and wayfinding.



Key

Pavings

- Proposed exposed aggregate concrete
- Proposed exposed aggregate concrete and bluestone pavers
- Proposed vehicular loading concrete
- Proposed boardwalk structure
- Proposed grey concrete paving
- Proposed asphalt

Planting

- Indigenous landscape area
- Landscape area
- Grassed area
- Proposed tree
- Proposed indigenous tree
- Existing and retained tree

Connections and Parking

- Upgraded shared-use path
- Upgraded pedestrian path
- On-road parking changes

Design Proposals

01 Bay Trail/ Bob McGovan Trail and Path Connections

02 Aquatic Restoration – Seagrass

03 Cliff and Path Management

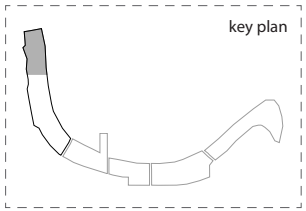


Figure 8. Western Beach Precinct - Plan 1



Figure 9. Western Beach Precinct - Plan 2



Figure 10. Western Beach Precinct - Plan 3

01 Bay Trail - Bob McGovan Path and path connections.

Proposed upgrade to a key section of the Bay Trail between Rippleside Park and the Western Beach Boat Club. This section includes the Bob McGovan Path, named in honour of a local cycling advocate. The dual name will be retained to recognise its cultural and community value. Defining the hierarchy of the path networks that link the entire waterfront, through common material selection, improved wayfinding and signage. Works include widening and resurfacing the existing upper tier shared path, constructing missing links, and removing steep or disconnected sections to improve accessibility. Enhancements such as shelters, lighting, seating, signage, and water-sensitive design features will improve safety, comfort, and deliver environmental benefits.

02 Aquatic Restoration – Seagrass

Design and deliver the initiatives to protect native seagrass and restore coastal and nearshore marine ecosystems, with ongoing monitoring to track progress. Trials to further protect seagrass such as eco-mooring systems for boats off Western and Eastern beaches should be explored.
Interpretive signage to be installed to enhance visitor experience and build community awareness.

03 Cliff and Path Management

The cliffs should be treated as part of a connected landscape system, linking with surrounding natural areas. Revegetation with indigenous avegetation will restore the natural landscape, prevent erosion, and support local wildlife. Invasive weeds will be removed, and eroded areas will be repaired with jute matting to stabilise the soil. Explore opportunities to increase information and education signage. Paths that do not meet accessibility standards will be removed to improve safety and ease of use.

04 Intersection Upgrade

Investigate opportunities to reconfigure the roundabout at the intersection of Glenleith Ave and The Esplanade will be reconfigured to incorporate dedicated bike lanes, standard footpath widths, and safe pedestrian crossings. These upgrades aim to improve accessibility, safety, and traffic flow for all users, including cyclists, pedestrians, buses and motorists.

05 Griffin Gully Jetty and Surrounds

Griffin Gully Jetty and the surrounding foreshore will be upgraded to improve water access for snorkelling and diving. Non-compliant hard surfaces will be removed, and new pathway connections will be created. Seating will be provided at key viewpoints, and trees of low Useful Life Expectancy (ULE) or dead, will be replaced with indigenous species.

06 Aquatic Restoration – Reef Pods

The proposal involves using artificial reef pods and seawalls along the foreshore for aquatic restoration. These pods create habitat for marine species such as oysters and mussels, while also helping mitigate coastal erosion. Informative signage will be installed to engage the public, highlighting the ecological benefits of the reef and promoting marine conservation. This initiative aims to enhance the local marine environment and provide educational opportunities for users and visitors.

07 Wadawurrung Cultural Walk

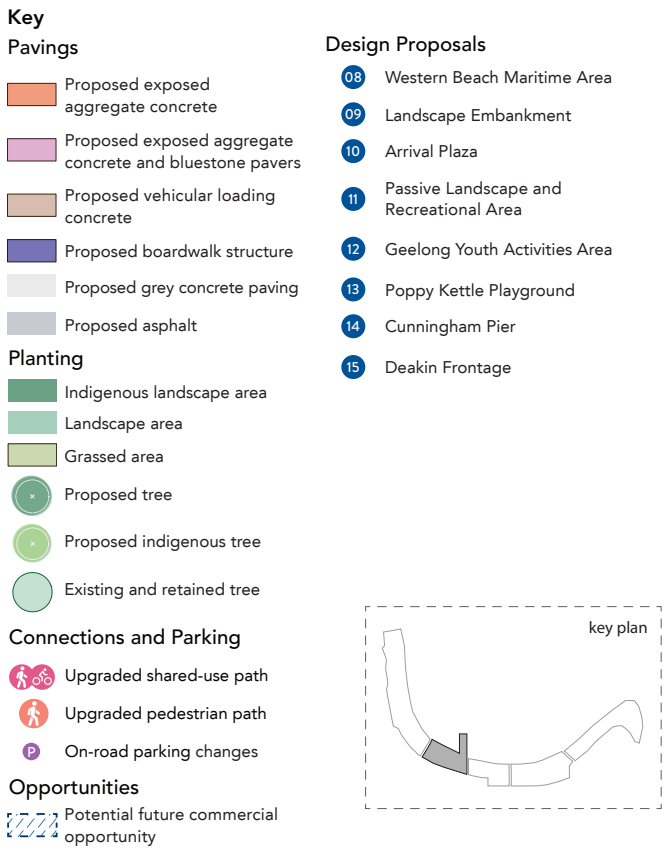
A cultural walk will highlight significant cultural landmarks of the Wadawurrung people, offering visitors a deeper understanding of the area's First Nations heritage. The project, co-designed and initiated by the Wadawurrung Traditional Owners Aboriginal Corportaion, could include dedicated infrastructure to mark the starting point, wayfinding signage, seating, and interpretive elements, all designed to enhance the visitor experience and increase cultural awareness.



A VISION FOR WESTERN BEACH - GRIFFIN GULLY - ARTIST IMPRESSION

CONVENTION AND CREATIVITY PRECINCT

The Nyaal Banyul Geelong Convention and Event Centre intends to serve as a catalyst for the precinct's transformation, driving increased activation and making the waterfront more vibrant, particularly on evenings and weekends. To support this growth, a flexible, terraced space will host events, activities, and provide spill-out space for Nyaal Banyul. Upgrades to the youth precinct, including an expanded multicourt and improved playground, will create more opportunities for active recreation. Key facility upgrades, such as the redevelopment of the Western Boat Club maritime area, will solidify the area's role as a waterfront destination. Deakin University will continue as a strong anchor institution, benefiting from planned foreshore upgrades and reinforcing its integration with the evolving waterfront precinct.



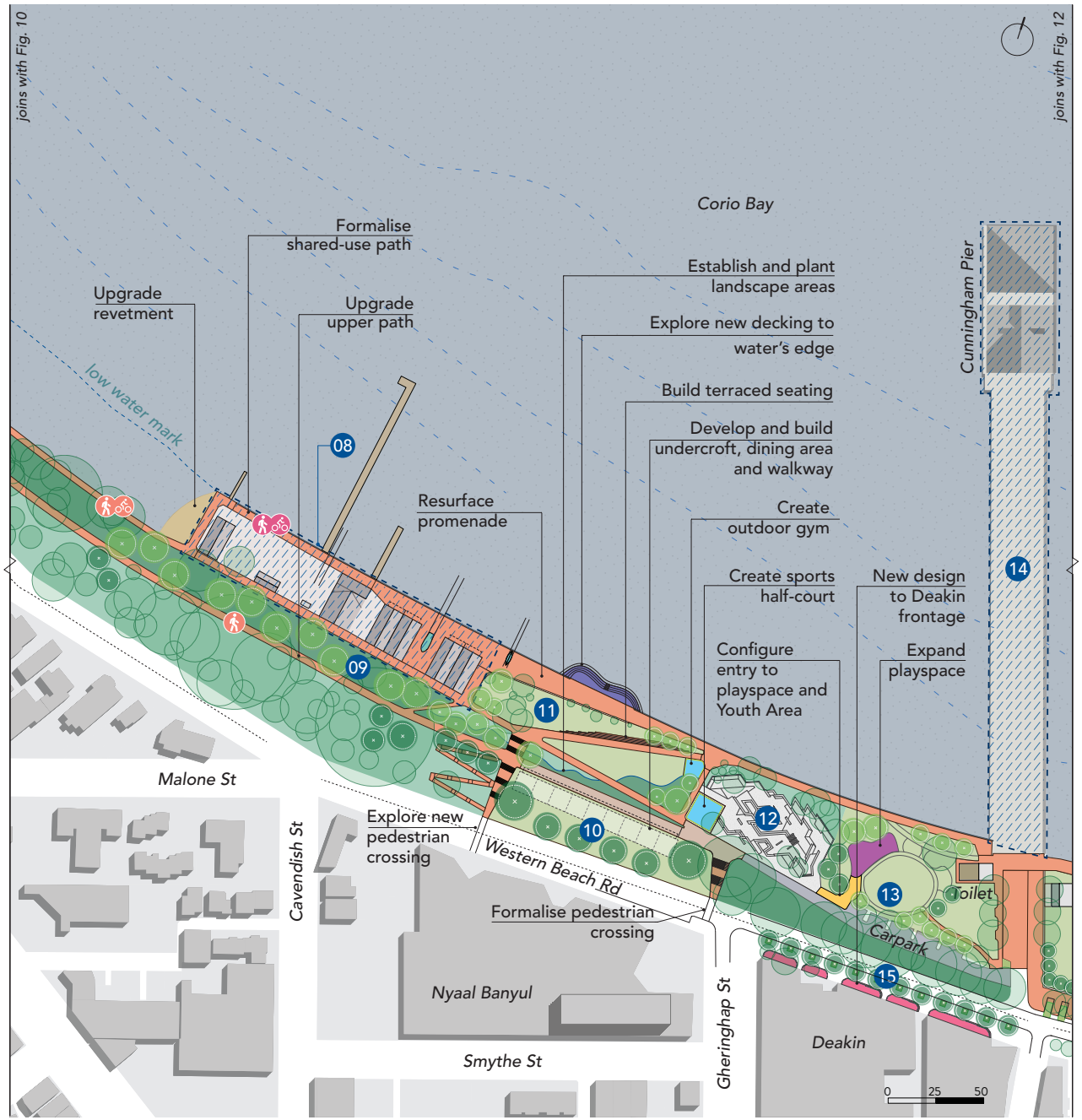


Figure 11. Convention and Creativity Precinct - Plan

08 Western Beach Maritime Area

As the Western Beach Maritime Area evolves and expands, future uses should celebrate Geelong's rich maritime history, reflecting its waterfront setting, prioritising boating-related facilities, including boat building, that support youth education and recreational activities. Development must enhance public access along the shoreline and deliver a continuous waterfront path. Opportunities will be explored to upgrade the jetty structure to facilitate historic or significant boats. New buildings should be positioned below the embankment to remain out of view from Western Beach Road, with built form broken into discrete elements to avoid continuous development across the site. New buildings should be high-quality, architecturally designed, and with adjacent areas activated.

09 Landscape Embankment

The embankment behind the maritime precinct is part of a broader linear landscape extending to Griffin Gully and should be treated as a connected system. Planting should reinforce this continuity with a coastal indigenous palette that enhances the natural character in the upper embankment, supporting biodiversity, and providing seasonal interest. It should also frame key access paths and strengthen pedestrian movement between the embankment and the marine precinct below.

10 Arrival Plaza

An upper plaza could create a welcoming space that connects with Western Beach Road, with two grand staircases potentially linking the upper and lower levels. Beneath the plaza, a north-facing retail edge could activate the undercroft, opening onto a lively dining and plaza area facing the bay. Reshaped landscape banks, cut into the natural ground, may provide opportunities for new buildings set back from the water's edge. These buildings could feature north-facing active edges that engage with the surrounding open space. At ground level, windows and doors might offer views into the building's interior, helping to activate the edges and draw people in.

11 Passive Landscape and Recreational Area

The landscape gently slopes toward the promenade, supporting key access paths and spaces for both relaxation and programmed activities. Compliant rampways connect key points and are serviced by seating areas. Terracing offers direct access to the water, enhancing opportunities for passive enjoyment and active engagement.

12 Geelong Youth Activities Area

The Youth Activities Area is a versatile space, and a modest expansion will further enhance its appeal and functionality for the youth community. The existing basketball hoop area can be extended to create a multi-functional space that accommodates both basketball and netball (approximately half-court size). The design will carefully integrate into the existing area with minimal fencing and upgraded lighting to enhance safety and usability. New seating and landscaping will also be incorporated to create a more inviting and comfortable environment.

13 Poppy Kettle Playground

The Poppy Kettle Playground upgrade will provide engaging play experiences for a range of ages and abilities. Existing accessible areas will cater to younger children, while new, more challenging spaces will encourage physical activity and exploration for older kids. The design should consider the coastal setting, potentially incorporating natural materials like timber, sand, and rope, or exploring other ways to connect the playground to its surroundings and providing a distinct and varied play experience from the two other waterfront playspaces (Rippleside Park and Eastern Beach).
The design and upgrade of pathway and landscape areas should be holistically considered in response to both current and future site characteristics and retained elements.

14 Cunningham Pier

Cunningham Pier offers significant potential for redevelopment. With its private ownership status and state government regulations, we will continue to support commercial partnership development opportunities that benefit the community and promote activation on the waterfront. Reimagining the current parking area could provide opportunity, through partnerships, to create a future vibrant multifunctional community space. Future development should maintain public access to the water's edge and be of high architectural quality, ensuring that new structures complement the surrounding environment and views across Corio Bay. Of cultural and heritage value to retain the train tracks and explore narratives with the incorporation of these in the reimagined pier.

15 Deakin University Frontage

Minor adjustments to the Western Beach Road streetscape along the Deakin University frontage will improve accessibility, expand pedestrian space, including new avenue tree planting on reconfigured garden beds, and upgraded seating areas, retaining the outdoor dining area.



A VISION FOR CONVENTION PRECINCT- ARTIST IMPRESSION

CENTRAL CELEBRATION PRECINCT

This precinct hosts many of Geelong's iconic international and community events. Strengthening key connections from the city, such as Yarra and Moorabool Streets, will improve access and support event movement. The Yarra Street car park presents an opportunity to transform into a shaded, communal gathering space, better linking nearby restaurants and businesses. Transvaal Square can be better integrated with the waterfront through improved design that supports event-based road closures. Upgrades to Fairnie Park will create a more accessible and active public space, adding vibrancy to the precinct. Jan Mitchell's iconic Baywalk Bollards, will continue to tell the story of Geelong's history, cultural heritage, and natural environment, creating a strong sense of place for locals and visitors alike.

Key

Pavings

- Proposed exposed aggregate concrete
- Proposed exposed aggregate concrete and bluestone pavers
- Proposed vehicular loading concrete
- Proposed boardwalk structure
- Proposed grey concrete paving
- Proposed asphalt

Planting

- Indigenous landscape area
- Landscape area
- Grassed area
- Proposed tree
- Proposed indigenous tree
- Existing and retained tree

Connections and Parking

- Upgraded shared-use path
- Upgraded pedestrian path
- On-road parking changes

Opportunities

- Potential future commercial opportunity

Design Proposals

16. Pavilion Site
17. Waterfront Quay and the Carousel Pavilion
18. Steampacket Gardens
19. Yarra Street activation
20. Fishermen's Basin Marina and Fairnie Park upgrade
21. Transvaal Square upgrade
22. Eastern Beach Road modifications and event-based road closures

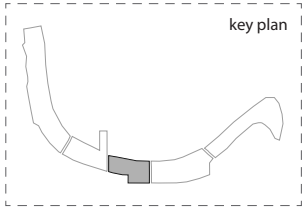




Figure 12. Central Celebration Precinct - Plan

16 Pavilion Site

Located between Cunningham Pier and Steampacket Quay, the Waterfront Carousel Pavilion site will remain a passive grassed open space, complemented by seating, timber decking, and promenade. A modestly-scaled pavilion-style building is proposed to support marine-based activities such as ticketing for seaplane, fishing, cruise, commuter, or charter vessels, helping to activate the area without overwhelming its open character. The scale of development is limited due to subsurface drainage conditions and overland water flow, making the site unsuitable for medium to large-scale built form.

17 Waterfront Quay and the Carousel Pavilion

The quay and carousel will remain a key hub for tourist-focused businesses, with minor improvements, including garden bed and tree planting to improve shade provision. Lighting upgrades and exploration of opportunities to soften and reduce the existing hard surfacing around Mark Stoner's *North* artwork will highlight the installation at night and enrich the visual experience along the waterfront promenade.

18 Steampacket Gardens

Steampacket Gardens will remain a flexible, high-use and community events space. Garden bed and tree planting will improve shade provision along Eastern Beach Road. Minor hardscape alterations will take place to include an accessible rampway associated with compliant handrailing, as well as the removal of upstand kerbs to be replaced by flush edges and on-grade surfaces. Existing palms and other clear-trunk species along the Bay Walk will be retained to preserve views to the water. Suggested improvements to the sea wall include living sea wall installations that support marine biodiversity and reflect Wadawurrung cultural values through interpretive signage. Solar lighting upgrades are also proposed to enhance night-time amenity and energy efficiency.

Opportunities to further link Customs Park open space to the waterfront should be examined.

19 Yarra Street activation

Opportunity to trial a new activation precinct is proposed for the Yarra Street waterfront, creating a welcoming public space that supports outdoor dining, food trucks, and community events. Flush pedestrian crossings will define a plaza-style setting that encourages people to linger, gather, and enjoy the waterfront. Opportunities will be explored to design and develop passive irrigation and water sensitive urban design initiatives to enhance this area and create a well-shaded space. The area will be available for lease to support diverse uses, helping to maintain vibrancy throughout the year.

20 Fishermen's Basin Marina and Fairnie Park upgrade

Fishermen's Basin is a popular spot for recreational mooring, while Fairnie Park offers a public space for rest, respite, and casual dining. In Fishermen's Basin, opportunities will be explored for additional boat operations, such as fishing, diving, and seafood retail businesses. Fairnie Park will be improved with new pathways, stairways, and rampways that meet accessibility standards. Current steps and level changes will be simplified providing a level grassed public area that provides opportunity for public seating as well as continuing to support current events. Opportunity exists to add additional timber decking at Fairnie Park to link with the current pier and boat access. Additional public realm area and seating will support increased commercial opportunities in this area. Increased tree canopy cover will provide additional shade.

21 Transvaal Square Upgrade

Transvaal Square is a key open space linking Brougham Street to Eastern Beach Road. Its park character will be enhanced through improved paths, recreational areas, upgraded amenities, new seating, lighting, and public art. An expanded tree canopy will offer shade and frame views to Corio Bay.

22 Eastern Beach Road modifications and event-based road closures

Proposed improvements include increased garden beds, passive irrigation, included landscape areas and tree planting, with opportunity to evaluate species selection. Modifications to this section of Eastern Beach Road include introducing parallel parking and cycle lanes, as well as improving pedestrian crossings to better connect Transvaal Square and Fairnie Park. The design will cater for event-based road closures, diverting traffic to Yarra and Brougham Streets and creating new opportunities for events and activation. Transvaal Square, a large undulating green space opposite Fairnie Park, will be enhanced by improving circulation, facilities, furniture, and planting to create a stronger connection with Fairnie Park.



A VISION FOR YARRA STREET EVENTS - ARTIST IMPRESSION

HERITAGE LEISURE PRECINCT

This precinct, a vibrant hub for community and cultural events, will undergo improvements to enhance accessibility, comfort, and functionality while preserving its heritage. Key upgrades include reconfiguring the Ritchie Boulevard car park to create additional promenade and park space adjacent to Eastern Beach. New shade planting, structures, and furniture will enhance visitor comfort, as well as support the extensive events program including the Geelong Revival Motoring Festival and Ironman 70.3 Geelong events. The play and fitness areas will be upgraded to reflect the area's heritage and coastal character, complementing its unique identity. These improvements will strengthen connections between the beach, waterfront, and heritage, enriching the experience for both visitors and the community.

Key

Pavings

- Proposed exposed aggregate concrete
- Proposed exposed aggregate concrete and bluestone pavers
- Proposed vehicular loading concrete
- Proposed boardwalk structure
- Proposed grey concrete paving
- Proposed asphalt

Planting

- Indigenous landscape area
- Landscape area
- Grassed area
- Proposed tree
- Proposed indigenous tree
- Existing and retained tree

Connections and Parking

- Upgraded shared-use path
- Upgraded pedestrian path
- On-road parking changes

Design Proposals

23 Hi-Lite Park

24 Ritchie Boulevard and Eastern Beach Foreshore

25 Eastern Beach Reserve – Landscape Backdrop

26 Eastern Beach Reserve – Gathering and Events

27 Central Swimming Zone

28 Eastern Beach Playground and Outdoor Gym

23 Hi-Lite Park

Hi-Lite Park houses the iconic Ferris wheel, offering stunning views of the bay. However, the site is constrained by the space required for operations, fencing, and infrastructure, leading to a poor ground-level interface. Long-term consideration could be given to relocating the Ferris wheel to a new waterfront location, which would enhance this key public space and improve the overall visitor experience. Options exist to explore the potential of relocating and upgrading the existing toilet facility in Transvaal Square to this site. Providing easier access to toilet and changing facilities for beach users and potentially creating a base for Life Saving Victoria services. Full all abilities water access could be provided in this supervised zone.

24 Ritchie Boulevard and Eastern Beach Foreshore

Reconfigure the car park to create additional space for landscaping and expand the promenade adjacent to Eastern Beach. Relocate the heritage shelters from the car park median to a more prominent and functional waterfront location. Install additional shelters and seating to enhance visitor comfort. Introduce new shade trees to improve amenity and provide natural cooling. Design the car park layout to increase parking capacity while maintaining flexible space for major events like the Geelong Revival Motoring Festival..

25 Eastern Beach Reserve – Landscape Backdrop

Revegetate slope with a diverse mix of indigenous and native plant species to enhance the foreshore's natural character and support biodiversity.

26 Eastern Beach Reserve – Gathering and Events

Widen the shared path along Hearne Parade from Bellerine Street to the viewing pergola to improve pedestrian and cycling access. Increase lawn areas and plant additional shade trees for comfort and amenity. Replace the existing BBQ gazebo with a new shelter and provide a central path aligned with the main event stage. Install new heritage-style shelters on the eastern lawn to support gatherings and events. Resurface boulevard paths in line with the shared user path hierarchy link.

27 Central Swiming Zone

Upgrade the pool area, including the installation of a Disability Disrimination Act (DDA) compliant accessibility ramp. Enhance the forecourt and pool surrounds with additional shade and seating. Upgrade the plaza toilets and provide additional facilities for peak periods.
Upgrade the lifeguard station, change rooms, and public toilets to improve visitor amenity. Refurbish the maintenance building to include permanent toilets for seasonal and event use. Repair and upgrade the main staircase and retaining walls to improve safety and presentation. Replace the gravel boulevard with concrete to ensure year-round accessibility.

28 Eastern Beach Playground and Outdoor Gym

Upgrade and expand the existing playground, incorporating the heritage and coastal setting into the design. Explore options for both passive and active water play areas, and consider relocating the current trampoline activity and volleyball nets water play feature to the Eastern Beach precinct. Provide additional park furniture, including seating and shade, to improve comfort and usability. Upgrade the outdoor fitness station with marine-grade equipment on suitable surfacing. Explore the opportunity to include both passive and active waterplay attached to the playground precinct. Ensure tree canopy is embeded in the playground's expanded design.

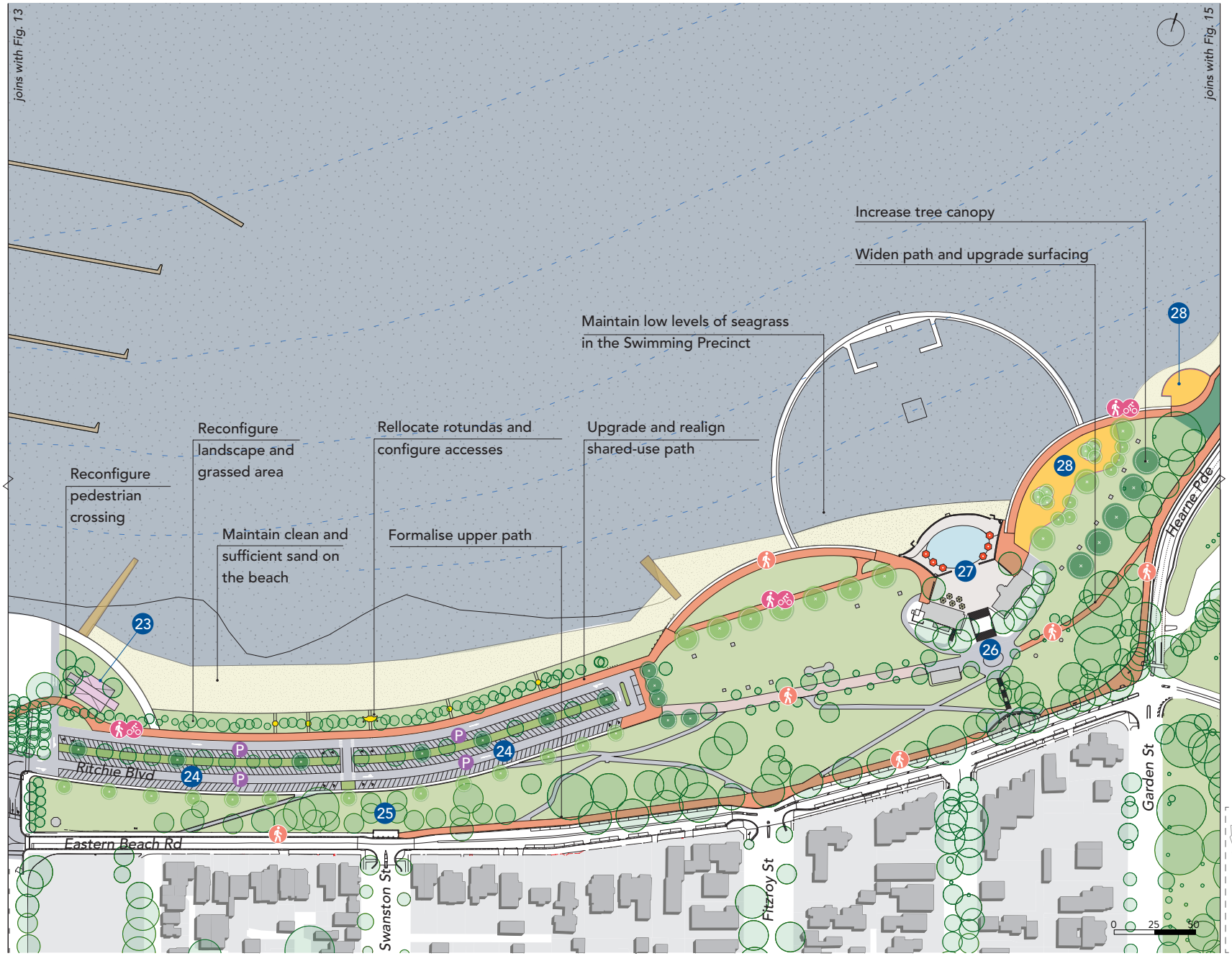


Figure 14. Heritage Leisure Precint - Plan



A VISION FOR EASTERN BEACH - RITCHIE BOULEVARD - ARTIST IMPRESSION

LIMEBURNERS NATURE PRECINCT

This precinct enhances accessibility while celebrating its cultural, historical, and natural significance. Limeburners Point holds deep cultural value for the Wadawurrung people and is recognised as a highly sensitive cultural heritage area. Key proposals include improved pedestrian connections to Eastern Park and the Geelong Botanic Gardens, and a safe, accessible path along the waterfront linking Eastern Park to Limeburners Point and the historic lime kilns. Potential also exists to further connect this path to the Bellarine Rail trail and shared path network.
A larger landscape node at the mineral springs will strengthen the area's appeal as a visitor destination, while replanting coastal indigenous species will improve its environmental quality.
Overflow parking strategies are proposed along Hearne Parade and within Eastern Park to accommodate peak summer visitation.
Signage, wayfinding maps, and educational displays will guide visitors, ensuring Limeburners Point remains an inviting and well-connected part of the waterfront.

Key

Pavings

- Proposed exposed aggregate concrete
- Proposed exposed aggregate concrete and bluestone pavers
- Proposed vehicular loading concrete
- Proposed boardwalk structure
- Proposed grey concrete paving
- Proposed asphalt

Planting

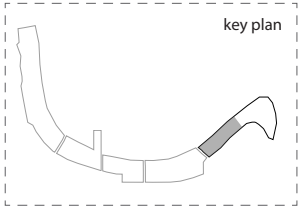
- Indigenous landscape area
- Landscape area
- Grassed area
- Proposed tree
- Proposed indigenous tree
- Existing and retained tree

Design Proposals

- 29 Bay Walk and Connections
- 30 Mineral Springs
- 31 Limeburners Point
- 32 Coastal Revegetation

Connections and Parking

- Upgraded shared-use path
- Upgraded pedestrian path
- P On-road parking changes



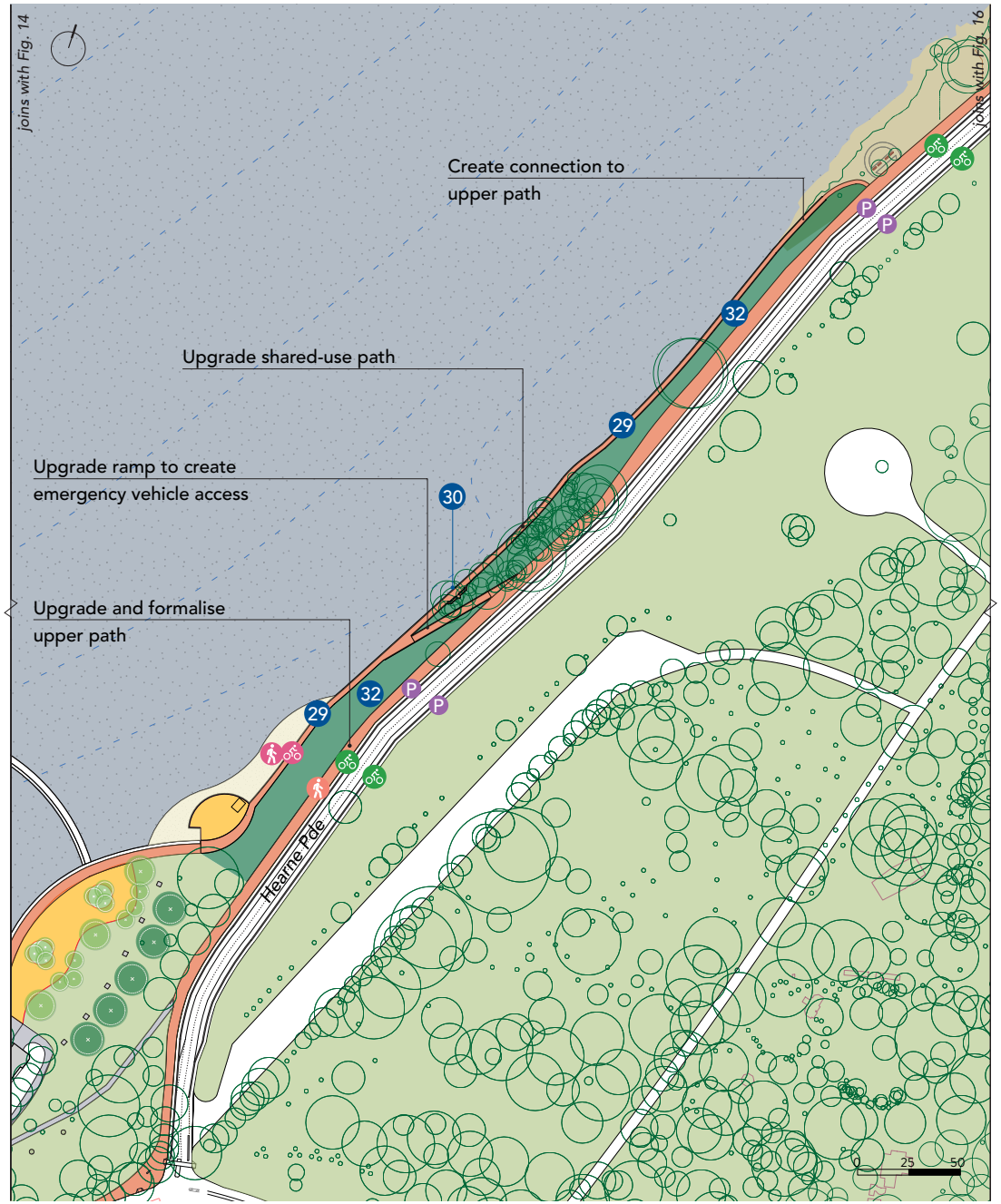


Figure 15. Limeburners Nature Precinct - Plan 1



Figure 16. Limeburners Nature Precinct - Plan 2

29 Bay Walk and Connections

The Bay Walk continues from Eastern Beach Reserve to Limeburners Point, closely following the bay's edge. New sections of boardwalk will improve the connection with the water, creating a more engaging and accessible experience. Access paths to the Limeburners kilns and between the mineral springs and the TAC Road Trauma Memorial will be upgraded to improve accessibility. Upgrades to emergency vehicle access are also planned between Hearne Parade and Eastern Beach Reserve. Enhanced pedestrian and cycle paths are proposed along Hearne Parade, with new connections being explored to existing cycling loops through Eastern Park and around the botanic gardens. Potential exists to connect the path network along Limeburners Road, Ryrie Street to connect to the Bellarine Rail Trail providing safe offroad access to a further 35km of trail network. Overflow parking strategies will be considered to better manage peak summer visitation.

30 Mineral Springs

The mineral springs node will be upgraded into a welcoming destination with new seating, native and indigenous planting and interpretive signage that highlights the site's natural values. These enhancements will create a space for rest, reflection, and learning along the Bay Walk.

31 Limeburners Point

Limeburners Point is a key recreational destination, offering boat launching facilities, generous car parking, and sweeping views across the bay. There is an opportunity to introduce a modest community facility to support marine-based activities by local groups. These improvements would help activate the area, decentralise some waterfront activities and enhance the overall user experience.

32 Coastal Revegetation

Revegetation efforts across the precinct will strengthen the coastal character and enhance biodiversity. Planting will focus on indigenous species to restore natural habitats, provide shade and shelter, and support cultural values connected to Country. These efforts will also help the landscape adapt to coastal conditions and contribute to a more sustainable, ecologically-rich waterfront.



A VISION FOR LIMEBURNERS WALK - MINERAL SPRINGS - ARTIST IMPRESSION

05 IMPLEMENTATION

The master plan objectives will be achieved through delivering projects as outlined in this implementation plan.

The proposed implementation schedule identifies project delivery on:

- timeline priorities
- projections of cost
- suggested funding sources.

The master plan proposes momentum building and successive delivery. The precinct-based framework allocates the projects in the five precincts.

The suggested staging priority is proposed based on need, priority and budget:

- short: from 1 to 5 years
- medium: between 5 to 10 years
- long: longer than 10 years.

The cost range, quantified through a preliminary quantity surveying process and costed to 2025 rates, outlines project descriptions based on cost management assumptions:

- minor: Up to $350K
- mid: between $350K to $1M
- major: more than $1M.



PROPOSED IMPLEMENTATION SCHEDULE

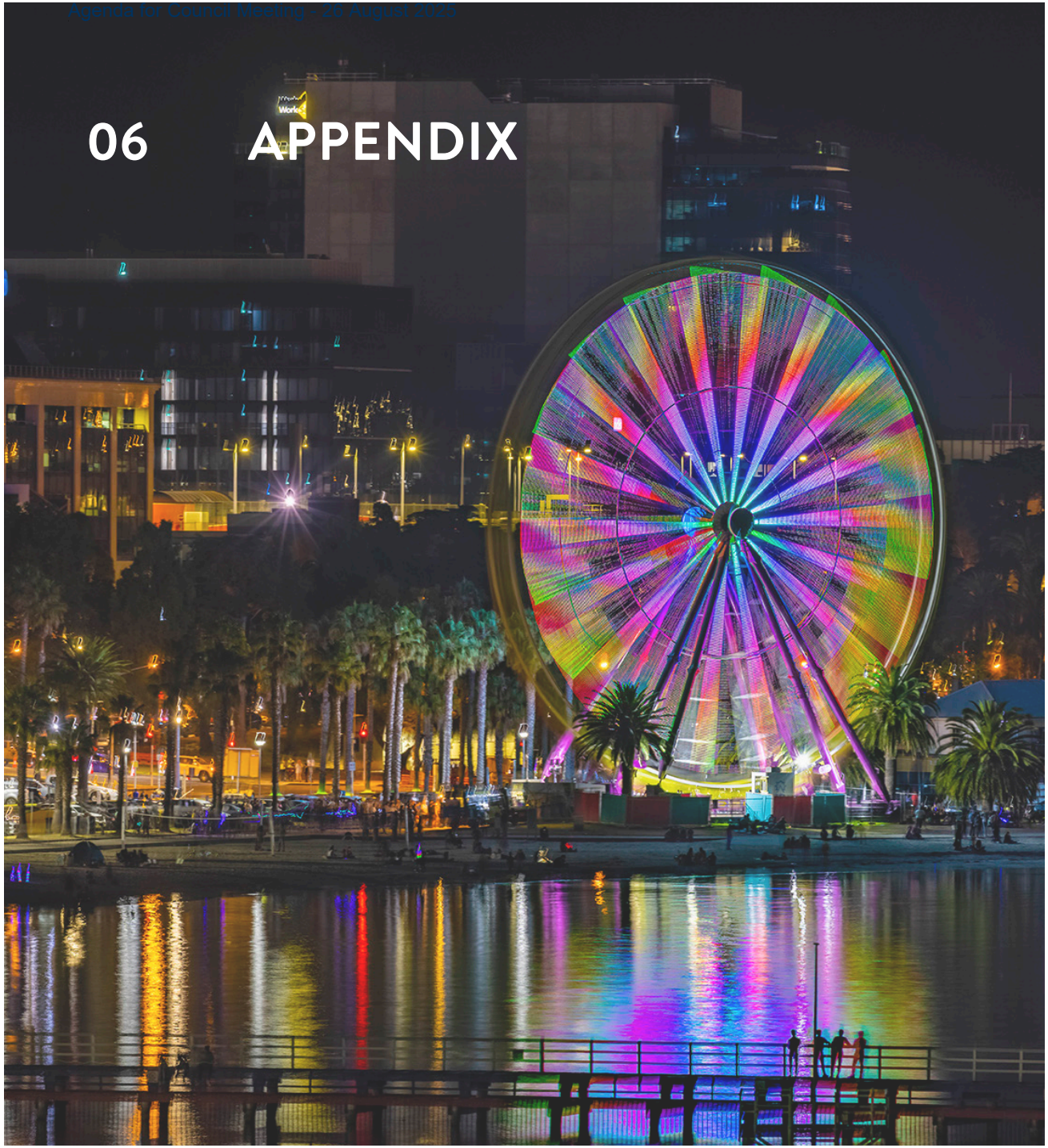
PROJECT	PROPO-SAL NO.	ACTION	SUGGESTED STAGING PRIORITY	COST RANGE	POTENTIAL FUNDING SOURCE	FIRST STEPS
WESTERN BEACH RESTORATION PRECINCT						
Bay Trail / Bob McGovan Trail and path connections	01	Design and deliver the Bay Trail between Rippleside Park and the Western Beach Boat Club, upgrading existing paths for consistent width and surface treatment, adding new sections where needed, and removing steep or disconnected paths to enhance accessibility. The project will incorporate shelters, lighting, seating, signage, wayfinding and Water Sensitive Urban Design (WSUD) elements to improve user experience and environmental sustainability.	long	major	City of Greater Geelong, Government grant	- Install missing links, - staged sectional upgrades
Aquatic Restoration – Seagrass area	02	Design and deliver the replanting of native seagrass to restore coastal ecosystems, with ongoing monitoring to track progress. The project will also include the installation of seating and signage to enhance the visitor experience, while promoting community awareness through educational efforts.	short	middle	City of Greater Geelong, Government Grant	- trial revegetation - community events
Cliff and Path Management	03	Design and deliver the removal of environmental weeds, reinstatement of embankments, installation of jute matting, and planting of lower indigenous vegetation and mid-storey indigenous trees. Remove non-compliant paths, and upgrade paths as identified in the accessibility audit.	short	minor	City of Greater Geelong	- small focus areas - high priority works
Glenleith Ave, The Esplanade intersection	04	Reconfiguration of roundabout to accommodate bike lanes, standard footpath widths, and safe pedestrian crossings.	medium	major	City of Greater Geelong	design engagement

Griffin Gully Jetty and surrounds	05	Design and deliver upgrades to Griffin Gully Jetty and the surrounding foreshore area, including improved water access for snorkelling and diving, and informative signage highlighting the area's environmental values. Remove non-compliant hard surfaces, reconfigure carparking, develop new pathway connections, and upgrade shared path surfacing and width. Install seating at framed view locations and replace dead trees with indigenous species, maintaining view lines to the bay.	medium	major	City of Greater Geelong	- establish viewing node - design development for accessible path
Aquatic restoration - Reef Pods	06	Design and instal artificial reef pods (Dell Eco Reef) and associated informative and educational signage.	short	minor	City of Greater Geelong, Government Grant	begin installing pods based on budget
Wadawurrung Culture walk/ trail	07	Develop a co-designed Wadawurrung cultural walk with appropriate infrastructure, signage and educational resourcing.	medium	minor	Government grant	commence co-design discussions with Wadawurrung Traditional Owners
CONVENTION AND CREATIVITY PRECINCT						
Western Boat Club Maritime Precinct	08	Prepare business case for Western Boat Club Maritime Precinct.	short	minor	City of Greater Geelong, private investment / lease	develop precinct concept and stakeholder discussions
Western Boat Club Maritime Precinct	08	Prepare business case Design and deliver redevelopment, including access, pedestrian connections, building, educational resourcing, staffing and management.	medium - long	major	City of Greater Geelong Government grant	begin to explore site opportunities and stakeholder discussions
Landscape Embankment Planting	09	Design and deliver slope planting.	short	minor	City of Greater Geelong	define and implement individual projects
Arrival Plaza	10	Prepare business case for the plaza development. Design and deliver plaza and development.	short medium - long	minor	City of Greater Geelong. Private investment/ lease Government	begin design exploration

Passive Landscape and Recreation Area	11	Design and deliver landscape area and path connections.	short medium - long	major	City of Greater Geelong Contribution from plaza redevelopment	begin design exploration
Geelong Youth Activities Area	12	Design and deliver expansion the youth area to include upgraded basketball and netball facilities.	short	middle	Grant	community consultation
Poppy Kettle Playground	13	Design and deliver upgrade to Poppy Kettle Playground and surrounding path connections and landscape upgrades.	short	major	City of Greater Geelong	begin design exploration
Cunningham Pier	14	Advocate for redevelopment opportunities which includes public access.	medium		Private investment Government	advocacy
Deakin Uni Frontage	15	Design and deliver streetscape upgrades to Western Beach Road footpath adjacent to Deakin University.	medium	middle - major	City of Greater Geelong. Deakin Uni	begin design exploration
CENTRAL CELEBRATION PRECINCT						
Pavilion Site	16	Prepare business case for the pavilion development which supports marine-based activities. Design and deliver development.	short	major	City of Greater Geelong. Private investment Government	begin design exploration
Waterfront Quay and Carousel Pavilion	17	Minor upgrades, inlcuding tree planting, garden beds, and lighting.	short	minor - multiple projects	City of Greater Geelong	define projects and priorities
Steampacket Gardens	18	Minor upgrades, including tree planting, garden beds, and lighting. Sea wall upgrades and introduction of living walls. Interpretive signage.	short	minor - multiple projects	City of Greater Geelong	define projects and priorities

Yarra Street Activation	19	Design and trial public realm upgrades; Establish an activation and leasing plan.	short		City of Greater Geelong	event programming
Fishermen's Basin Marina	20	Explore opportunities for additional boat operations and commercial activities.	short		City of Greater Geelong	place Activation
Fairnie Park	20	Design and deliver upgraded pathways, stairways, rampways as per Accessibility Audit. Increase shade planting.	medium	major	City of Greater Geelong	begin design exploration
Transvaal Square	21	Design and deliver upgrades to Transvaal Square.	medium - long	major	City of Greater Geelong	begin design exploration
Eastern Beach Road modifications and event based road closures	22	Design and deliver modifications to Eastern Beach Road to include improved crossings, parking and cycle lanes.	medium	major	City of Greater Geelong	begin design exploration
HERITAGE LEISURE PRECINCT						
Hi Lite park	23	Study to investigate alternative locations on the waterfront for the Ferris wheel.	long	minor - study and design works	City of Greater Geelong	begin design exploration
Ritchie Boulevard and Eastern Beach foreshore	24	Design and deliver upgrades to Ritchie Boulevard and Eastern Beach foreshore.	medium	minor - study and design works	City of Greater Geelong Government grants	begin design exploration
Eastern Beach Reserve – Landscape backdrop	25	Design and deliver slope revegetation in conjunction with Ritchie Boulevard upgrade.	short - medium	minor - study and design works	City of Greater Geelong	prioritise projects

Eastern Beach Reserve – Gathering and Events	26	Design and deliver reserve upgrades, including pathways, lawn, planting, and shelters.	short - medium	minor - study and design works	City of Greater Geelong	begin design exploration
Central Swimming zone	27	Design and deliver upgrades to pool and surrounds. Design and deliver upgrades to facilities and amenities.	short	major	City of Greater Geelong Grants	prioritise individual projects and stage
Eastern Beach Playground and Outdoor Gym	28	Design and deliver playground, water play and gym precinct.	short	major	City of Greater Geelong	begin design exploration
LIMEBURNERS NATURE PRECINCT						
Bay Walk and Connections	29	Design and deliver new and upgraded paths, boardwalks, emergency access, and overflow carparking.	short	major	City of Greater Geelong	prioritise individual projects and stage
Mineral Springs	30	Design and develop a mineral spring node, inclusive of informative and educational signage, seating and landscaping.	short - medium	middle - in conjunction with path upgrades	City of Greater Geelong Government	begin design exploration
Limeburners Point	31	Business case for a community facility.	long	minor (study)	City of Greater Geelong Government Private Intesment	begin design exploration
Coastal Revegetation	32	Continue revegetation works.	short	minor	City of Greater Geelong	define priority projects



06 APPENDIX

The following documents are enclosed in the Appendix:

- Materials palette
- Community engagement and consultation which informed the draft
- Background documents
- Existing conditions

MATERIALS PALETTE

PAVED SURFACES



Material Exposed aggregate concrete Geelong Special Mix.

Location shared-use path, promenade

Precincts 01 02 03 04 05



Exposed aggregate concrete Geelong Special Mix, standard pavers and bluestone

central zone

01 02 03 04 05



Prefabricated steel structure with fibre-reinforced plastic (FRP) mini-mesh panels.

decking areas

01 02 03 04 05



Asphalt surfacing.

limited to vehicle access areas

01 02 03 04 05

FURNITURE



Material Standard drinking fountain, stainless steel, with dog bowl and bottle refiller.

Location shared-use path, promenade

Precincts 01 02 03 04 05



Material Standard bin enclosures, stainless steel, landfill and recycling units.

Location shared-use path, promenade

Precincts 01 02 03 04 05



Material Standard bike parking semi-hoop, stainless steel, surface fixed.

Location nodes, shared-use path, promenade

Precincts 01 02 03 04 05



Material Bollard, stainless steel, dome custom top, with sleeve for removable bollard at key locations.

Location nodes, shared-use path, promenade

Precincts 01 02 03 04 05



Material Standard timber seat with arm rests.

Location shared-use path, promenade, park

Precincts 01 02 03 04 05



Material Standard timber bench

Location shared-use path, promenade

Precincts 01 02 03 04 05



Material Custom timber seat - type 1.

Location shared-use path, promenade

Precincts 01 02 03 04 05



Material Custom timber seat - type 2.

Location shared-use path, promenade, boulevard

Precincts 01 02 03 04 05

FENCING AND HANDRAILING



Material Timber barrier and handrailing, heritage type

Location Eastern Beach

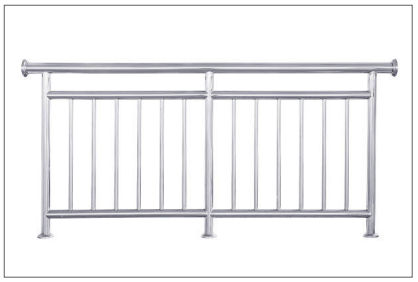
Precincts 01 02 03 04 05



Stainless steel handrail

shared-use path, promenade

01 02 03 04 05



Custom steel fencing and handrailing

upper path embankment

01 02 03 04 05

SIGNAGE



Material Standard wayfinding

Location boardwalk

Precincts 01 02 03 04 05



Custom digital

shared-use path, promenade

01 02 03 04 05

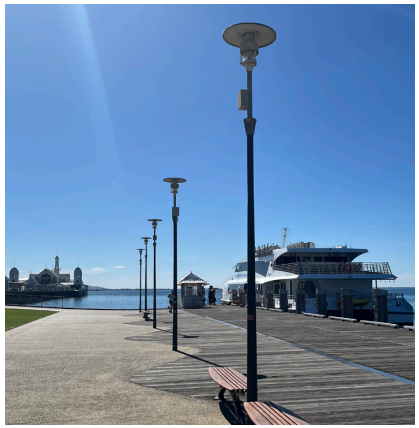


Custom interpretative

shared-use path, promenade

01 02 03 04 05

LIGHTING



Material Solar light pole

Location shared-use path, promenade

Precincts 01 02 03 04 05



Lamp on balustrade, heritage

Eastern Beach and Richie Boulevard

01 02 03 04 05



Catenary lights with programming system

areas of activation

01 02 03 04 05



Uplighting and highlighting objects (public art, boat, trees)

central areas and nodes

01 02 03 04 05

COMMUNITY ENGAGEMENT AND CONSULTATION WHICH INFORMED THE DRAFT

The development of the draft master plan has been guided by a robust community and stakeholder engagement process. Stage 1 engagement focused on gathering insights from residents, businesses, and key stakeholders to identify the priorities, opportunities, and challenges for the waterfront. This input has directly influenced the draft plan, ensuring it aligns with community aspirations while considering environmental, economic, and cultural factors.

Stage 1 Engagement activities

- Wadawurrung site walk (March 2023)
- Survey hosted on our Have Your Say platform (14 April – 31 May 2023)
- Listening Post – school holiday focus (April 2023)
- Listening Post – after dark focus (April 2023)
- Listening Post – market focus (April 2023)
- 2-hour community workshop (May 2023)
- Deep Dive Session (May 2023)
- Interviews (May–June 2023)
- Youth Advisory Committee meeting (May 2023)
- Meetings with Wadawurrung Traditional Owners Corporation
- Meetings with State Government Agencies
- Meetings with Deakin University
- Ongoing internal collaboration within our organisation.

Key themes

The community engagement process revealed several key priorities and themes that have shaped the draft master plan. Leisure and recreation were major points of focus, with requests for improved walking and cycling infrastructure, including continuous, safer, and smoother paths, as well as additional swimming opportunities. There was strong support for more outdoor physical activity spaces and boating facilities, alongside a call to repurpose Cunningham Pier from car parking into more recreational and cultural uses. Respondents expressed interest in more vibrant commercial enterprises, such as cafes, restaurants, bars, and live music events along the waterfront.

Inclusion and diversity were highlighted as essential considerations, with respondents advocating for improved disability access, particularly to beaches and activities, and for including Indigenous representation in the waterfront design. Enhancing amenities was another common request, including more trees and shade, upgraded playgrounds, additional seating, and better maintenance. There were varied views on dog management, with some calling for more flexibility and others advocating for stricter controls.

Transport access and connectivity were also significant concerns, with a desire for better public car parking, improved pedestrian and cycling paths, and enhanced public transport links, including a better ferry service.

Finally, respondents emphasised the importance of creating a welcoming and family friendly environment with a focus on environmental quality, safety, and the integration of heritage into future designs.

Feedback has been integral in shaping the draft master plan. Stage 2 engagement will offer the community another opportunity to review and refine the draft plan before the master plan is finalised.

BACKGROUND DOCUMENTS

Strategic context and key documents

The draft master plan is informed by key strategic documents that guide Geelong's growth, sustainability, and public space objectives, ensuring the waterfront's development aligns with broader city goals and future needs.

Clever and Creative Future (2017)

- The Clever and Creative Future (2017) sets a long-term vision for a sustainable, inclusive, and innovative Geelong. It highlights the importance of high-quality public spaces, sustainable urban growth, and economic resilience. The draft master plan aligns with this vision by creating a connected, vibrant, and environmentally responsible waterfront that supports both the local community and visitor economy.

Council Plan (2025-2029)

- The Council Plan (2025–2029) sets our strategic direction over the next four years, and the key objectives are plan, deliver, manage and optimise core and critical infrastructure across our growing region; promote, advocate and deliver healthy, caring and equitable outcomes for our communities; lead efforts to revitalise and grow our diverse economic precincts; champion our unique heritage and cultural identity; protect and enhance our unique and beautiful natural environment; commit to the highest levels of integrity, financial stewardship and meaningful community engagement. The draft master plan contributes to these goals by improving public spaces, enhancing accessibility, and integrating sustainable design principles to maintain a thriving and inclusive waterfront.

Urban Forest Strategy (2015-2025)

- The Urban Forest Strategy (2015–2025) aims to increase tree canopy cover, enhance biodiversity, and mitigate urban heat. The draft master plan integrates green infrastructure, increases tree planting along key public spaces, and improves the ecological function of the waterfront, contributing to urban cooling, better air quality, and a more comfortable pedestrian experience.

Environment Strategy (2020-2030)

- The Environment Strategy (2020–2030) provides a framework for protecting and enhancing Geelong's natural environment, focusing on climate adaptation, resource efficiency, and sustainable urban planning. The draft master plan incorporates water-sensitive urban design, enhances biodiversity, and considers environmental impacts such as sea level rise and coastal resilience.

Central Geelong Framework Plan (2023)

- The Central Geelong Framework Plan (2023) sets a long-term vision for growth, transport, and public space improvements. It emphasises better connections between the city and the waterfront, improved pedestrian and cycling infrastructure, and high-quality public spaces. The draft master plan builds upon these principles by strengthening city-bay links, improving pedestrian connections, and enhancing the waterfront's role as an extension of the urban core.

Revitalising Central Geelong Action Plan (2016)

- The Revitalising Central Geelong Action Plan (2016) outlines key projects to transform the city into a more attractive, accessible, and economically vibrant area. The draft master plan integrates with these revitalisation efforts, ensuring the waterfront remains a key destination and complements broader city-centre improvements.

Waterfront Basketball Court Options Report (2022)

- The Waterfront Basketball Court Options Report (2022) was developed in response to a state government commitment of $400,000 for an outdoor basketball court at Geelong's waterfront. The draft master plan identifies a proposed location for the half-court, strategically linking it with other youth-focused activities such as skate facilities and play areas.

Bay Trail Revitalisation Feasibility Study (2020)

- The Bay Trail Revitalisation Feasibility Study (2020) examines upgrades to the 9km Bay Trail from North Shore to Western Beach Foreshore, focusing on improving access, safety, and integration with the coastal environment. The draft master plan incorporates these proposed upgrades, enhancing movement and connectivity along the trail.

***Geelong Eastern Beach Reserve Conservation Management Plan* (Draft)**

- The Geelong Eastern Beach Reserve Conservation Management Plan (CMP) guides the protection and management of the Eastern Beach bathing complex and its surroundings. The draft master plan integrates heritage considerations outlined in the CMP, ensuring future upgrades balance public access, functionality, and preservation.

Geelong Waterfront Access Audit 2024

- The Geelong Waterfront Access Audit (2024) assessed seating, bins, bollards, bike racks, ground surfaces, tactile indicators, pedestrian and road crossings, parking, signage, stairs, and lighting. The draft master plan incorporates the audit's findings to improve accessibility across the waterfront.

Geelong Waterfront Tree Audit and Planting Plans 2024

- The Geelong Waterfront Tree Audit and Planting Plans (2024) evaluate existing tree species, locations, condition, and future impacts. The draft master plan integrates the planting plans to support long-term tree health, biodiversity, and shaded public spaces.

Victoria's Mineral Springs Master Plan 2023-32

- Victoria's Mineral Springs Master Plan (2023–2032) provides direction on the management of mineral springs across the state. Eastern Beach mineral springs recommends exploring site development options if deemed appropriate, including potential spa facilities to enhance visitor experiences and economic opportunities. The draft master plan considers these recommendations in planning for future uses and enhancements.

Greater Geelong and the Bellarine Tourism Development Plan 2019-22

- The Greater Geelong and the Bellarine Tourism Development Plan (2019-2022) identifies expanding cruise ship infrastructure at Cunningham Pier as a Tier 1 priority. This expansion aims to increase cruise ship visits, boosting tourism and local economic activity. The draft master plan incorporates this recommendation, considering the necessary infrastructure within the Geelong Harbour Precinct's future development. This approach ensures Geelong remains competitive as a cruise ship destination while balancing the waterfront's diverse uses.
These documents provide a comprehensive background and policy framework for the draft *Geelong Waterfront Master Plan*, ensuring alignment with broader city-wide objectives and informed by detailed site assessments.

Updated Sea-level projections for Victoria (November 2024)

- This report reviews the latest science from the Intergovernmental Panel on *Climate Change's Sixth Assessment Report* and provides future sea-level projections to support decision-making in Victoria. These projections are crucial for the master plan, as they inform necessary adaptations to address anticipated sea-level rise impacts on coastal infrastructure and public spaces.

Victorian Climate Projections 2024 - Technical Report (November 2024)

- This report presents the latest global and regional climate modelling simulations, detailing how Victoria's climate may change in the future. This information is essential for the master plan to incorporate strategies that enhance resilience against projected climate changes, such as increased temperatures and altered rainfall patterns.

Tree Audit : Geelong Waterfront Tree Audit and proposed tree planting plan (2024)

We commissioned John Patrick Landscape Architects to conduct a comprehensive tree audit along the Geelong Waterfront. This audit serves as an update to the *2010 Geelong Waterfront Masterplan*, with the primary objectives of evaluating the species suitability and Useful Life Expectancy (ULE) of existing trees while considering environmental factors and constraints specific to each precinct.

The audit's key goals included assessing the current condition of trees in the western, central, and eastern precincts, excluding the Eastern Beach Reserve. The suitability and ULE of these trees under both current and future environmental conditions were determined. Conducted over five days from April 29 to May 3, 2024, the audit employed a Visual Tree Assessment (VTA) methodology and the ArcGIS mapping system to record in-the-field data. This included details such as botanical and common names, location accuracy within five meters, canopy height and width, Diameter at Breast Height (DBH), and assessments of tree health and structure, as well as Useful Life Expectancy (ULE) categorisation.

Following the tree audit report, we engaged John Patrick Landscape Architects – Arboricultural Consultants. The planting plan is the second stage of a greater audit of trees within the waterfront precincts.

The planting plans take into consideration existing vegetation, as well as social, environmental, and future climate factors.

The intent of this document is to:

- Provide tree species recommendations to be considered for planting within the Geelong Waterfront audit areas.
- Provide indicative planting plans for each precinct of the audit areas, detailing new, infill, or replacement plantings.
- Recommend timeline and priority of planting works.

Accessibility audit: Geelong Waterfront Access Audit (2024)

Architecture & Access has been commissioned to provide access consulting services for *Geelong Waterfront Access Audit*. The scope of works includes the site between the Geelong Western Boat Yard structure to the Eastern Beach Promenade. The existing extent of the site includes the following features:

- seating
- bins
- bollards
- pedestrian Lights
- bike Racks
- banner Poles
- pedestrian Walkways and pathways
- toilets
- road crossings
- parking and drop-off zones
- signage and information.

The existing accessibility of the site and buildings has been assessed, relative to the current requirements of the *Disability Access to Premises Standards*, the *National Construction Code/Building Code* of Australia and relevant referenced Australian Standards.

The areas of the site and buildings reviewed include:

- car parking
- external paths of travel
- entrances
- statutory access related signage
- surface finishes
- street furniture

EXISTING CONDITIONS

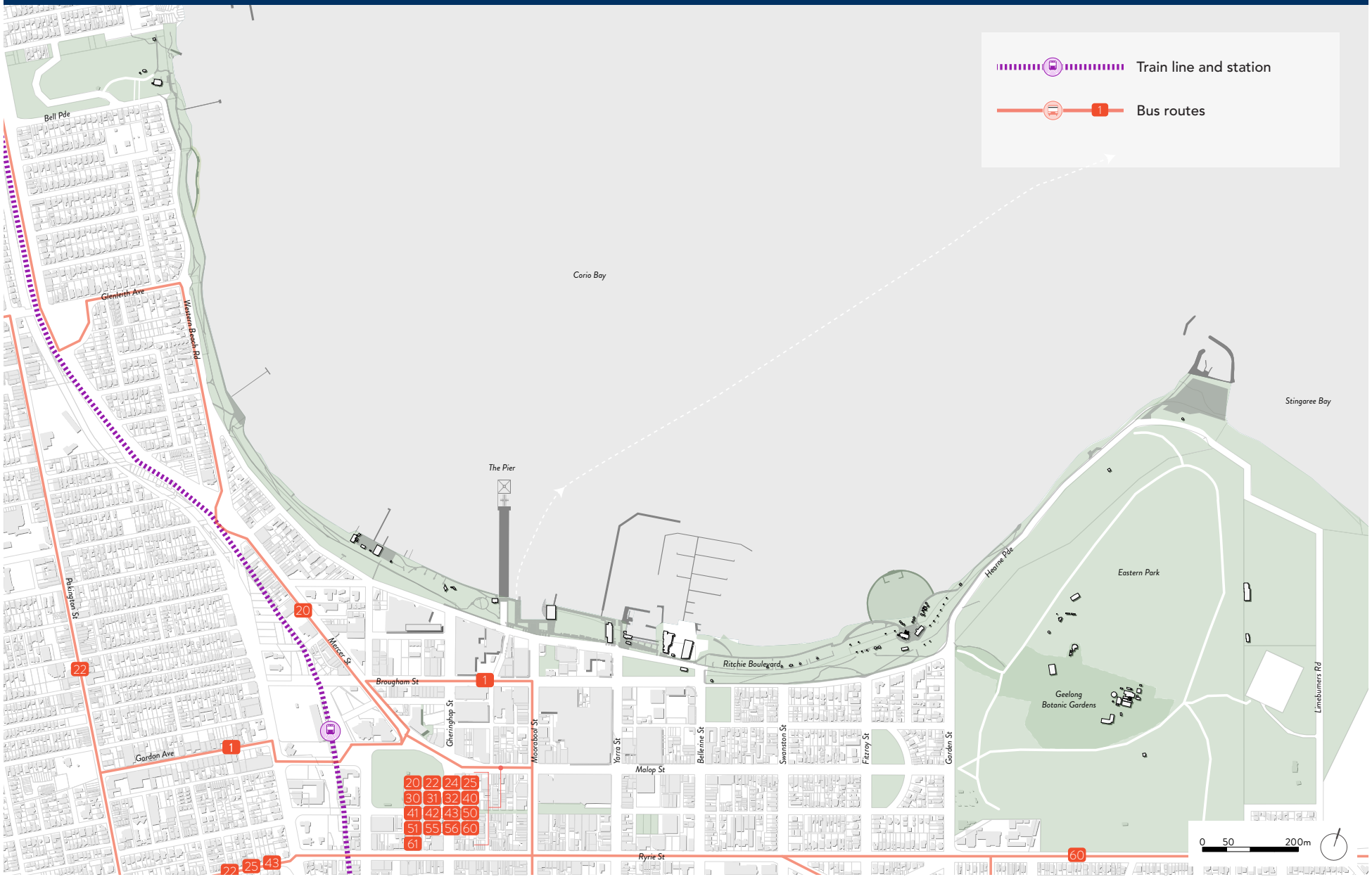


Figure 17. Existing Public Transport

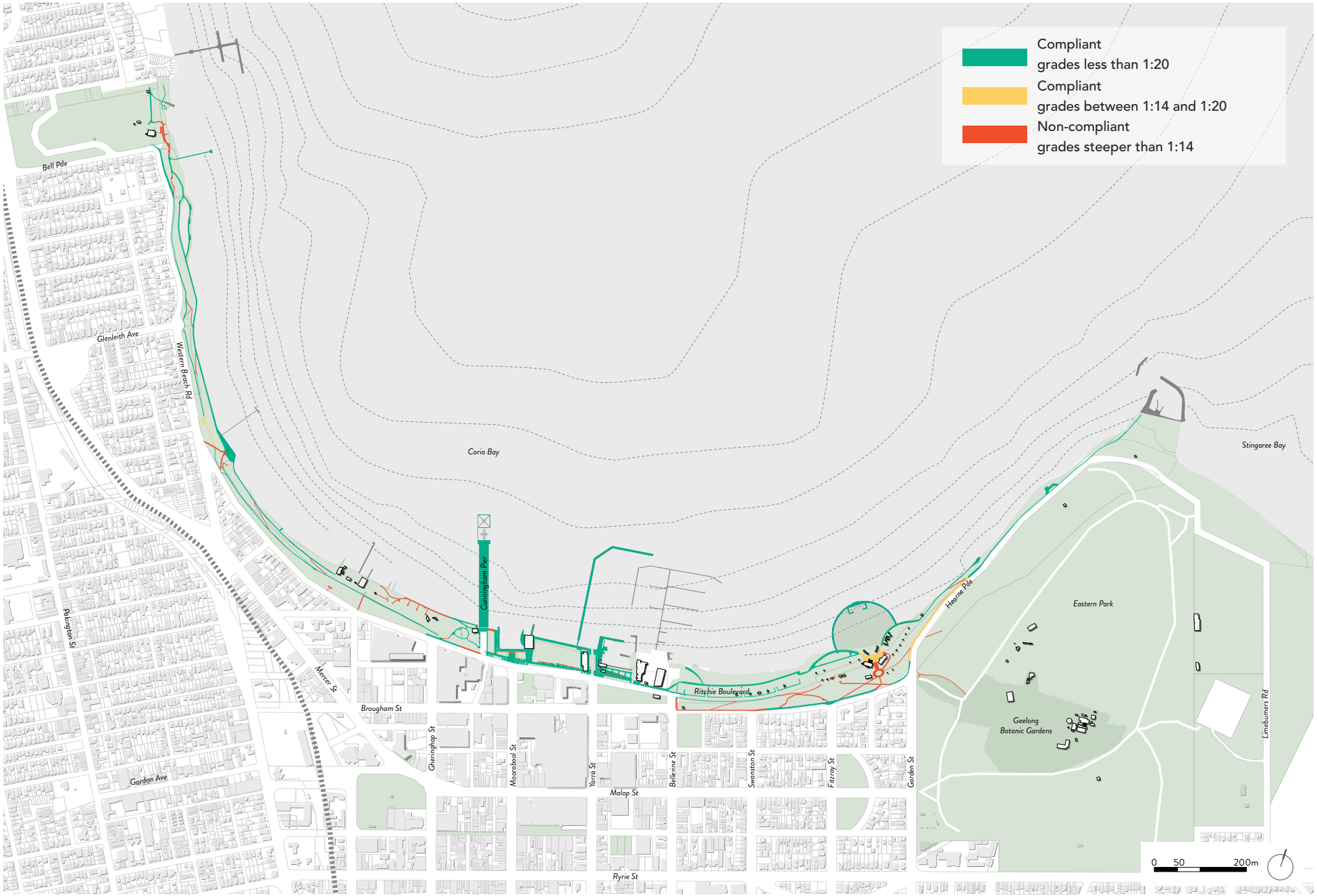


Figure 18. Existing Pathways - Accessibility and Compliance

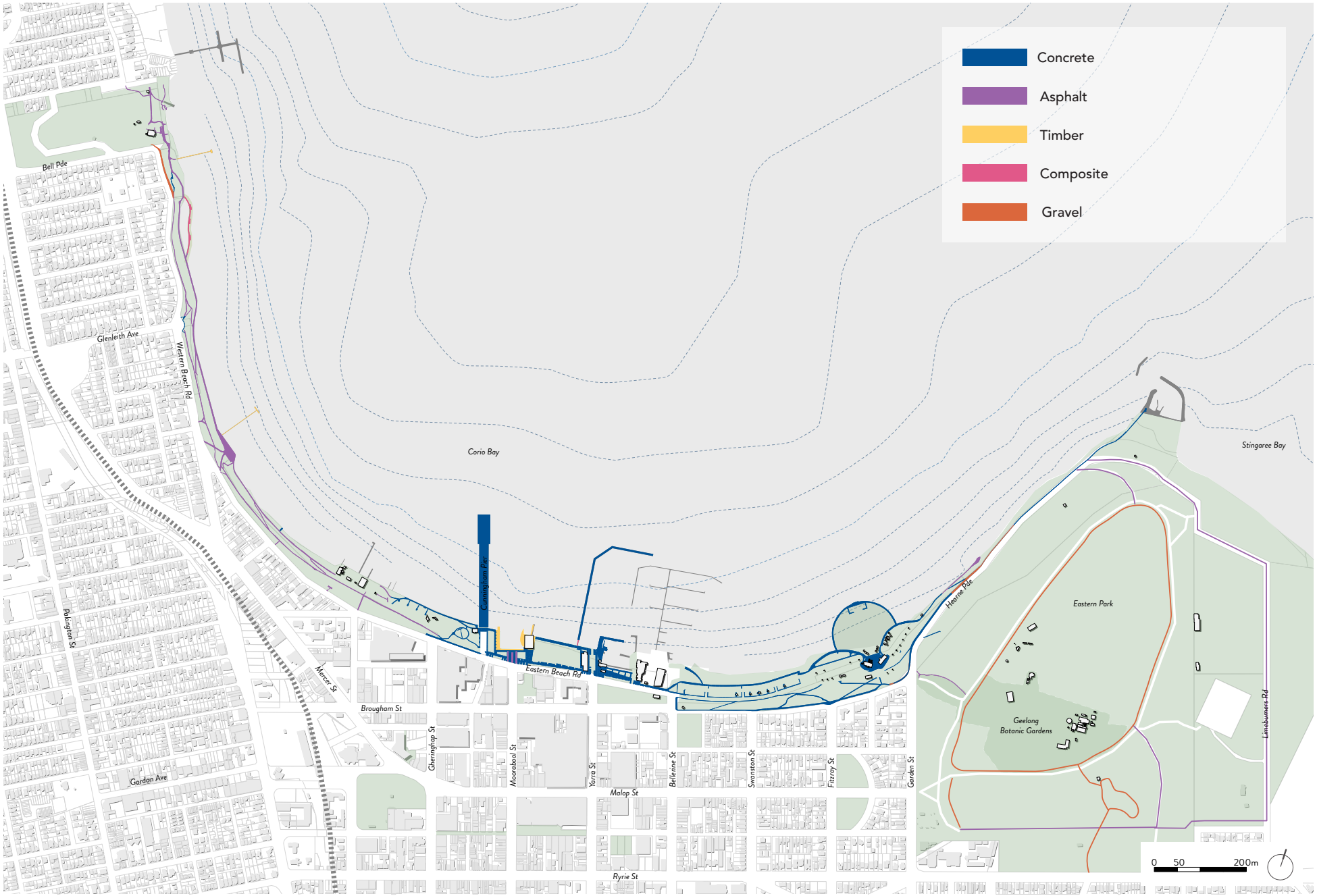


Figure 19. Existing Pathways - Materiality



Figure 20. Existing Trees - Central Geelong and the Waterfront - Canopy Cover



Figure 21. Existing Trees - Useful Life Expectancy

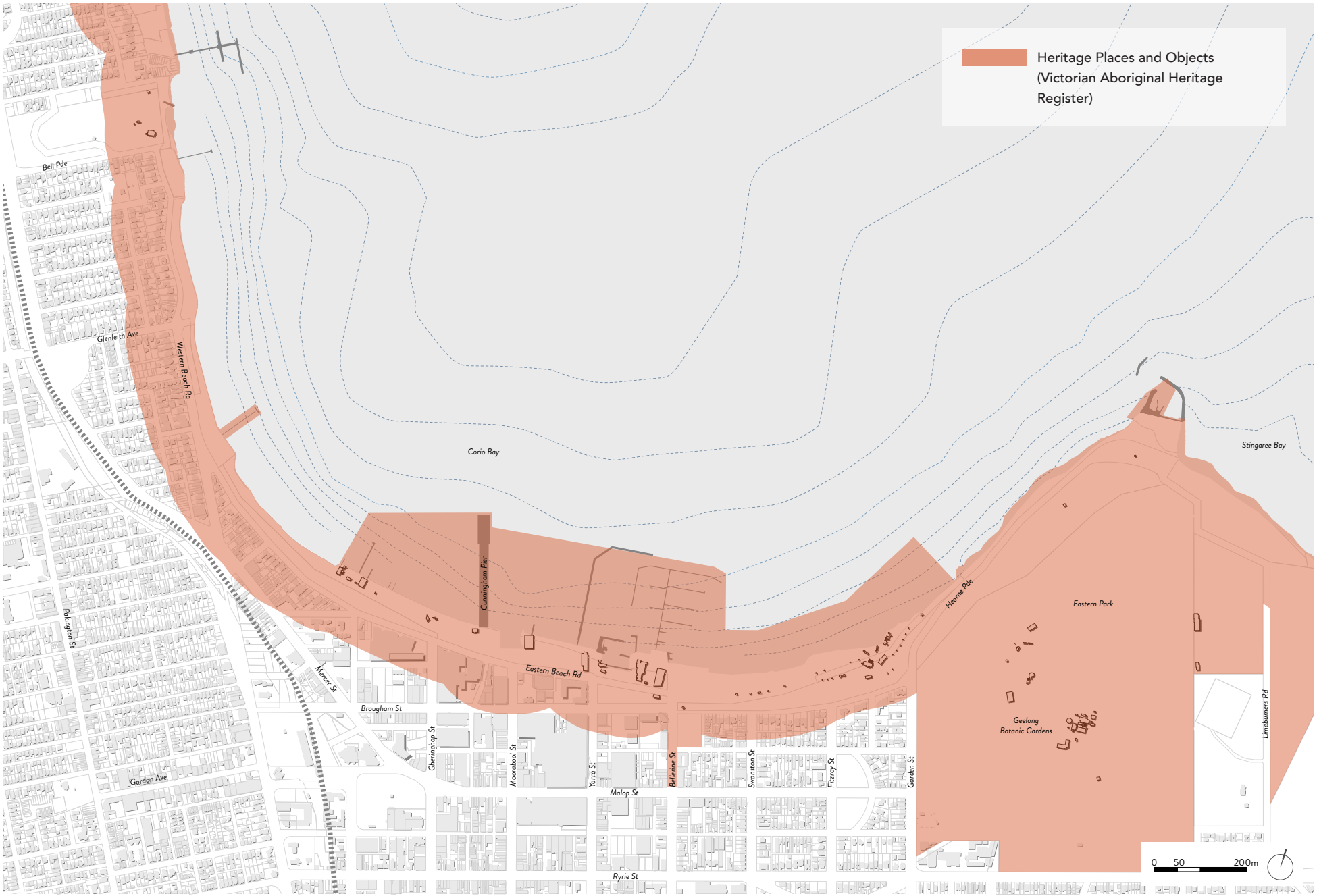


Figure 22. Zones of Aboriginal Cultural Heritage Sensitivity

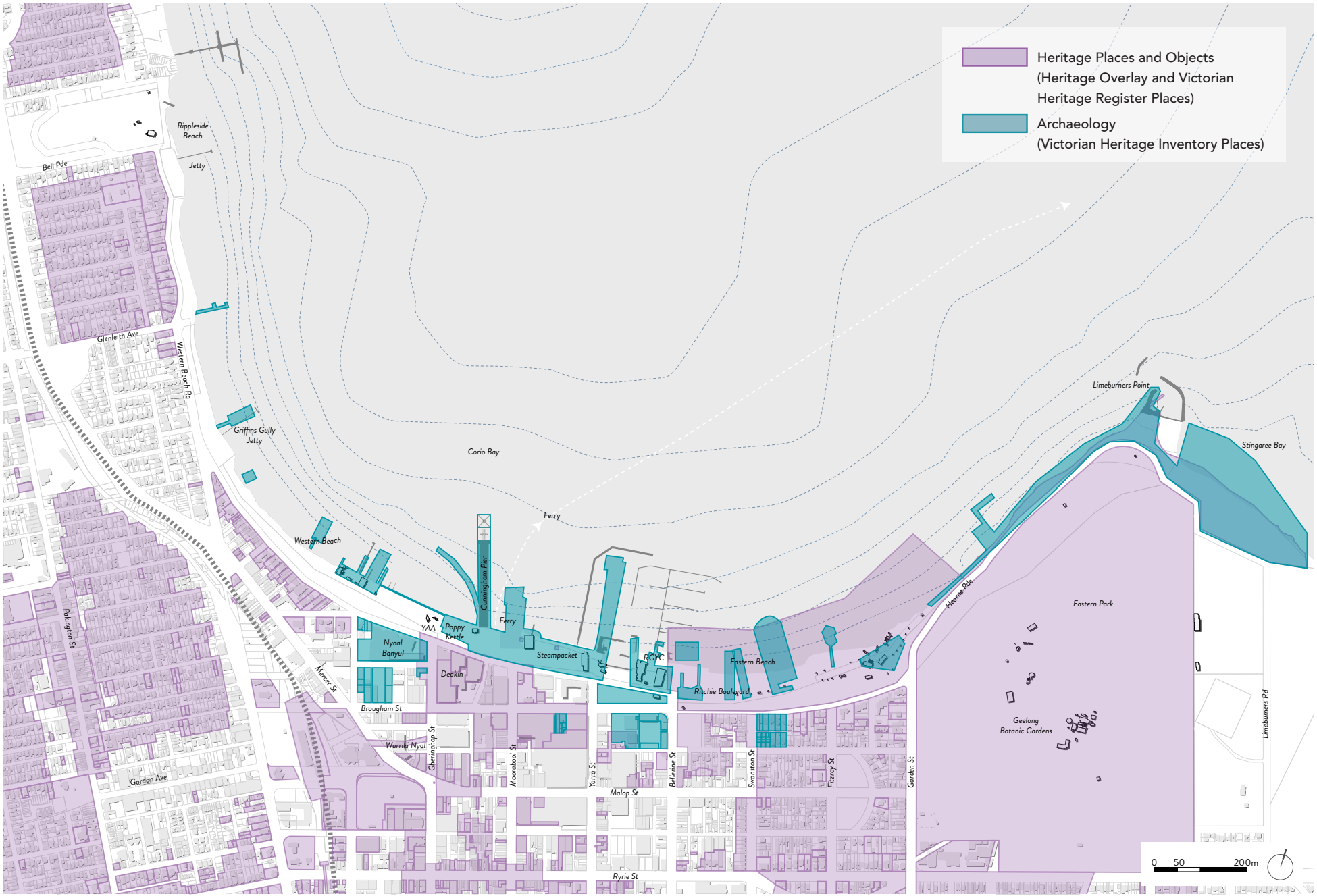


Figure 23. Zones of Cultural Heritage Sensitivity

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2.5. Cr Story and Cr Sullivan Interstate Travel - Australian Local Government Association

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Purpose

1. To provide an update to Council on the attendance of the Cr Trent Sullivan and Cr Rowan Story at the Canberra Australian Local Government Association (ALGA) 2025 National General Assembly (NGA) from 24 June to 27 June 2025.

Background

2. Council is a member of the Australian Local Government Association (ALGA), the peak national body representing local governments across Australia. ALGA advocates on behalf of more than 500 councils, working to influence national policy and secure funding that supports the needs of local communities.

3. Each year, ALGA hosts the National General Assembly of Local Government (NGA) the largest annual gathering of local government leaders in Australia. Held in Canberra since 1994, the NGA provides a critical platform for local government representatives to advocate for improved federal funding, meaningful policy reform, and stronger intergovernmental partnerships.

4. This year the NGA, which includes a dedicated Regional Forum, attracted over 1,300 delegates from across Australia. It offers a unique opportunity for councillors to engage in national conversations, share local perspectives, and contribute to shaping the future of local government.

5. Section Three of the *Councillor Expenses Policy 2020* (the Policy) provides that Councillors will be reimbursed for out-of-pocket expenses incurred while officially representing the council.

Key Matters

6. On the 24 June 2025 to the 27 June 2025 Cr Sullivan and Cr Story attended the ALGA 2025 NGA in Canberra.

7. Due to the late expression of interest to attend the Conference, there was insufficient time to allow for a report to be taken to council prior to the conference to formally nominate Cr Story and Sullivan as the ALGA NGA delegates.

Recommendation

That Council:

1. **Notes the Australian Local Government Association 2025 attendance report from Cr Story (Attachment 1) and Cr Sullivan (Attachment 2).**

Financial Sustainability

8. The costs accumulative of the travel and the subsequence attendances is absorbed into 2024/25 operational budget. A limit of $3,000 per annum applies except where the attendance is required at local government peak bodies (3.2.2 of the policy).

9. The total cost to Council for the trip is an average of $3050 per person:

    9.1. Airfares – return: $655 per person;

    9.2. Accommodation 4 nights: $761 per person;

    9.3. Majority of meals are covered: $170 per person;

    9.4. National Congress Tickets: $1318; and

    9.5. Transfers/taxis/trains: $150

Community Engagement

10. There are no community engagement implications relating to this report.

Social Equity and Sustainability

11. There are no social equity and sustainability implications relating to this report.

Relevant Law/Policy/Legal Implications.

Alignment to Community Plan and Vision

12. This report aligns with the strategic priority of *Governance and Integrity* under Our Community Plan 2025–2030 by demonstrating Council's commitment to leadership and national advocacy

Conflict of Interest

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

Risk Assessment

14. There are no significant or high risks associated with the subject of this report.

Environmental Sustainability

15. There are no environment sustainability implications relating to the approval of this report.

Attachments

1. Cr Story - Australian Local Government Association Report [**2.5.1** - 7 pages]
2. Cr Sullivan - Australian Local Government Association Report [**2.5.2** - 5 pages]

Australian Local Government Association

National General Assembly 24 – 27 June 2025

Canberra

Report: Councillor Rowan D Story AM, RFD

The following insights, thoughts and recommendations are based on notes taken during the NGA presentations, material provided and conversations with other attendees.

Mr Bernard Salt AM: Demographic forces re-shaping non-metropolitan Australia

World population is expected to peak at 10 billion in 2070. This is a 25% increase from the present population of 8 billion. There will be a need for an increase in agribusiness output of 25% - 40% over the next 50 years with concurrent need for logistics and port facilities. The top 10 Australian companies are mostly banks. Agribusiness at about 20 – 30. This needs to change. The Australian Bureau of Statistics 10-year projection predicts higher birth rates in the regions than in major cities – "the demographic wind is at your back"

As well as what Salt calls the "youthification" of the regions there is also an increase in the number of people reaching 85+. Aged care will need to be elevated in the next 20 years.

The fastest growing jobs in the regions between 2020 and 2025 are -

1. Aged care
2. Sales assistant
3. Registered Nurses
4. Electricians

Jobs in regions that are decreasing are –

1. Checkout operators
2. Livestock farmers
3. Commercial cleaners
4. Crop farmers

Recommendation: That (if not already in place) CoGG develop a detailed understanding of current and projected changes in the demographics of each Ward in CoGG

Mr Matt Szymczak Telstra: Driving efficiency through technology

This presentation focused on the problem of modernizing systems without disrupting legacy systems – using a modular interoperable approach to focus on critical services. Artificial Intelligence (AI) and Local Government (LG) has potential to improve efficiency in an environment where data management and knowledge work is developing exponentially. As an example, LG is a rules-based system and AI works well with rules and governance. Planning applications are amenable to AI tools for pre-planning and review of applications. Customer service is another potential use case for AI. The speaker made the point that anybody planning to be in work for more that the next 5 years must become conversant with AI. He also raised the issues of trust and the ethical considerations of AI use.

Recommendation: That CoGG develop an AI working group, including officers and councillors, to understand the risks and benefits of AI as it pertains to Council's role in ensuring the peace, order and good government of the municipality; and that this group develops a collaborative relationship with the relevant groups within Deakin University.

Local Government Roundtable: Victorian Coastal Councils

This was facilitated by MAV and was concerned with developing advocacy for State led approaches to flood and coastal inundation; funding for LG coastal adaptation; community awareness and engagement and coastal council advocacy priorities to deploy during State/Federal election campaigns.

Recommendation: CoGG remains engaged with the Victorian Coastal Councils and the Australian Coastal Councils Association, as well as the Association of Bayside Municipalities.

Governor – General Address - Her Excellency the Honourable Ms Sam Mostyn AC

In a wide ranging address, the Governor General made a particular request – "I want to understand how you engage with our democracy and the institutions of government that are the foundation of our stability, security and prosperity, and how you teach your young people about the responsibilities and opportunities of

citizenship. Reengaging young people with civics is a challenge I want us to face as a nation."

The Governor General then quoted some alarming statistics of the current lack of understanding of civics among school children. She then invited councils to "... share your ideas, solutions and opportunities to address this great challenge."

Recommendation: That relevant officers review the Governor General's speech (available on-line) and consider a response that Council might send to the Governor General regarding what we do, and plan to do, in this important area.

Dr Merriden Varrall (KPMG): Geopolitics and the new Geoeconomic risks

The speaker discussed the concept of polycrisis where multiple, interconnected crises interact and amplify each other, and the total effect is greater than the sum of the parts.

She described the following changes in the liberal international order –

1. Structural shifts in the international system ie BRICS challenging the current system.
2. The breakdown in trust and changes towards truth leading to the rise in populism.
3. Geotechnology where Quantum computing and AI tech are driving power. AI needs huge data centres and these are in China, US and Europe – a growing split between haves and have nots. The tech effect on war and energy security.
4. Climate crisis and increasing tensions between developing countries ie water issues between Pakistan and India. The mass movement of people – 10 million will be displaced by climate change by 2030. Mistrust of the developed world by the developing world.

The speaker then discussed how the unstable geopolitical environments could affect the interconnected areas of local government – financial sustainability; adapting to tech advancements; improving service delivery and streamlining operations and infrastructure development and maintenance.

AI is applicable to all four areas. It offers opportunities to streamline operations but requires investment in skills, systems and cybersecurity. Councils will need to navigate ethical and governance challenges around data use and algorithmic

decision making. Sophisticated cybersecurity threats targeting local systems are increasing.

Recommendation: That CoGG develop an AI working group, including officers and councillors, to understand the risks and benefits of AI as it pertains to Council's role in ensuring the peace, order and good government of the municipality; and that this group develops a collaborative relationship with the relevant groups within Deakin University.

Mr Kieran Power: Adapting Together-Local Government Leadership in a Changing Climate

The speaker described this June 2025 ALGA report. The study found that LGs implement a variety of strategies to address the effects of climate change on their communities and operations. LG approaches relate to considerations of risk, their remit and the most effective response.

Recommendation: That relevant officers review the report to assess alignment with CoGG approach to this issue. Officers may wish to attend the free on-line webinar on Wednesday 30 July from 2:30 – 3:30pm AEST. The report findings will be presented and there will be open discussion.

Mr Stephen Scheeler: AI for Society-Shaping a Better Tomorrow

This was one of the most interesting and challenging presentations. The speaker had been a part of the original team at Facebook with Mr Zuckerberg. He now runs a company that can map precise areas in the brain associated with mental illness that can be treated with (approved) Trans Cranial Magnetic Stimulation. This was one part of the presentation, but the main thrust was that there will still be a need, for the foreseeable future, for a human in the loop. AI still misaligns with humans on moral reasoning. The developing areas of AI are Multimodal AI, Assistive Search with AI and AI agents going from chatbots to multi-system agents. This is a fast-developing area and while the speaker didn't say this, the sense that I got was that this is a wave that we, as a society can either surf, or get dumped by.

Recommendation: That CoGG develop an AI working group, including officers and councillors, to understand the risks and benefits of AI as it pertains to Council's role in ensuring the peace, order and good government of the municipality; and that this group develops a collaborative relationship with the relevant groups within Deakin University.

Emergency Management: Capability and Concurrent Listening Session

This session included representatives from National and State Emergency Management Agencies giving a short presentation and then responding to questions. Of interest to Victorians, the newly appointed Emergency Management Commissioner – Tim Wiebusch ESM was one of the presenters. The role of LG, State, Federal and Industry collaboration was explored. Particular attention was paid to community expectations eg well-functioning communications facilities; the increasing role of AI; the increasing importance of low earth satellites and satellite comms enabled on iPhone and security considerations at Councils, hospitals and airports. The role of insurance companies in natural disasters was discussed as was increased government funding for disaster management. The current SMS based alert system is approaching end of life and a new National Management System is in development.

Recommendation: That relevant CoGG officers maintain visibility of developments in emergency management as it develops nationally and in Victoria.

Debates on Motions

This was an interesting process where councils had prepared motions for debate by the assembly. The CoGG councillors participated fully in this process. Many of the motions were of a similar nature. This was particularly the case with motions dealing with problems of maternity leave for sitting councillors and the difficulty of managing F/T work with the increasingly complex demands of LG work. One interesting motion called for a relaxation of the standards required for childcare workers due to recruitment problems in a particular region. The recent distressing events in Victoria show that this might not be the best approach. At the end of the debate process a proportion of the motions will apparently be sent to the Minister for Local Government for consideration.

Recommendation: Despite the possible limited utility of the somewhat cumbersome process there is still merit in CoGG attending and being part of this process. Enough time prior to the 2026 NGA should be put aside for consideration by Council of motions to be put.

Meetings with other attendees

A fruitful meeting was held between the CoGG team and the Mayor and CEO of Devonport. Discussions focused on shared interests, especially Spirit of Tasmania projects and joint tourism initiatives related to jazz and art. The Mayor made a general open invitation for a visit to Devonport to discuss further possibilities on-site. No specific time was indicated.

Recommendation: CoGG to build on the good work already done and to arrange a visit to further develop ideas. Note: the Mayor of Devonport has a lot of energy and ideas.

Cr Story met several times with Cr Dov Frazer from Waverley Council in NSW. Waverley has produced the first council Antisemitism policy in Australia. Whilst I am not aware of this being an issue in Geelong it might be worth having a look at it, just in case. Cr Frazer sent Cr Story a copy.

Cr Story met with Cr Jody Williams from Northern Beaches in NSW at the Emergency Management session Cr Williams is also an operational SES member, so matters of mutual interest were discussed.

Cr Story met Anna Gurnhill, Senior Active Living Officer at the Heart Foundation. She provided a copy of the just released June report “What Australia wants – Neighbourhood Design” a survey of 3,000 people looking at what features are most important in neighbourhood design for active living. The report is well presented and clear. It has implications for planning and the health portfolio. Relevant officers have been advised of the report.

The CoGG team met the Deputy Mayor of the City of Greater Bendigo, Cr Abhishek Awasthi. He had arranged to meet the High Commissioner of India during his visit to Canberra.

Recommendation: The opportunity to meet diplomatic staff of CoGG sister/friendship cities during or before/after the NGA would seem to be worthwhile.

Summary

It was good for Geelong, given its status, to have had representation and input at this important LG conference. The CoGG councillors and officers benefited from the experience, both as a learning exercise and a networking opportunity. Council should strongly consider attendance in 2026.

AI's role in LG will extend well beyond Copilot. It will require significant attention and focus.

Cr Rowan D Story AM, RFD

7 July 2025

Introduction & Context

As a City of Greater Geelong Councillor, joined by Cr. Rowan Story, I travelled to Canberra to take part in the 31st National General Assembly of Local Government (NGA) and the preceding Regional Forum, hosted by the Australian Local Government Association (ALGA) at the National Convention Centre from 24-27 June 2025. This premier national gathering brought together more than 1,200 mayors, shire presidents, councillors and local government leaders from across all states and territories.

The theme this year **"National Priorities Need Local Solutions"** was woven through every session, debate, and networking exchange. Our aim: to explore how councils can inform and partner with the Federal Government to deliver tangible outcomes for our communities.

Day 1: Regional Forum - 24 June

Focus & Atmosphere

The Regional Cooperation & Development Forum kicked off at 9:00 AM with a traditional Welcome to Country, followed swiftly by the ALGA President's opening remarks and a compelling overview of the current state of regional Australia delivered by Dr. Kim Houghton, Co-CEO of the Regional Australia Institute.

The forum centred on two overarching themes:

- **"Boom or Bust: The Regional Yo-Yo Diet"**, examining the pressures on growth or decline regions, impacting housing, youth migration, immigration, social cohesion, drought resilience and funding; and
- **"Connected Communities"**, highlighting digital readiness, social connectivity, transport linkages, and the unique challenges in serving dispersed populations.

Sessions & Panels

Overview of Regional Australia ("Where are we at?"): Dr Kim Houghton provided a data-rich snapshot of regional growth trends, demographic shifts, and service delivery gaps.

Renew Regions & Philanthropy: Natalie Egelton (Foundation for Rural & Regional Renewal) shared case studies underscoring how councils can mobilise philanthropic support to fill policy or funding gaps.

State of the Regions Report Launch: A panel including Genevieve Jacobs and Ben Taylor unpacked how public-interest journalism shapes understanding of regional decline and resilience; digital news disruption was flagged as both challenge and opportunity.

Housing in Regional Communities: Prof John Martin, Jessica Porter, and Max Eastcott discussed affordability challenges and innovative local government responses: from traditional builds to solutions for non-metro affordability.

Technology in Regional Australia: Christine Kershaw, Apolline Kohen and Chris Althaus explored broadband rollout hurdles, digital inclusion strategies, and how councils can drive digital readiness in their communities.

Tourism & Cultural Activation: Local leaders like Mayors Ken Keith (Parkes) and Tony Wellington (Noosa) shared how tourism strategies, from festivals to strategic destination branding, can fuel community vibrancy and region-wide economic benefits.

Culture & the Arts - Building Our Regions: Kate Fielding presented a creative approach to community arts as a lever for connection, identity and economic stimulus in regional towns.

Reflections & Take-Aways

- The "yo-yo" dynamic of regional growth or decline is real, and deeply affects youth retention, employment, affordable housing and services.
- Councils need to look beyond grants: philanthropic funding, media partnerships, local leadership in arts and culture, and strategic tourism planning are under-leveraged tools.
- Digital inclusion and infrastructure remain critical, especially in remote areas, both for service delivery and community wellbeing.
- Housing remains a pressing challenge; localised strategies are required but must be supported by clear national policy frameworks.

Day 1 reinforced the lesson that regional councils must remain agile, innovative and networked, leveraging all available levers beyond traditional funding.

Days 2-4: National General Assembly (25-27 June)

Opening & Keynote Highlights

25 June - Day One

- The ALGA President, Mayor Matt Burnett, opened the NGA by underscoring that "National Priorities Need Local Solutions" and the growing climate adaptation role of councils.
- Federal Minister Kristy McBain addressed delegates, focusing on regional development, emergency services and pathways for council–federal collaboration.
- A representative from the Opposition delivered their address, followed by the Governor-General, Her Excellency Sam Mostyn AC, who spoke passionately on community resilience and civic leadership in youth.

Australia and the New Geoeconomic Landscape

- Physicist-entrepreneur Mark Bouris AM and Dr Merriden Varrall (KPMG Geopolitics) provided frameworks for how global supply chains, political instability and macroeconomic shifts reverberate at local level.

From Big Picture to Local Action - Jason Clarke

- Focused on turning national imperatives into tangible council-driven outcomes, emphasising data-driven decision-making and community engagement.

Motions Debate Sessions (Days 1 & 2 Afternoons)

Wednesday and Thursday afternoons were wholly reserved for debate on motions submitted by councils. A record volume of motions were introduced, organised into clusters on affordable housing, climate, road safety, digital inclusion, and product stewardship.

A highlight: call for stronger producer responsibility in waste management, mandatory product stewardship to share the burden of resource recovery with industry rather than councils alone.

Other key themes included:

- Formula-based Federal funding for climate adaptation.
- Affordable housing grants tied to regional development outcomes.
- Investment in digital infrastructure targeted to underserved communities.
- National road safety strategies tailored to local government execution.

Thursday 26 June - Climate Adaptation & AI Innovation

Adapting Together: Local Government Leadership in a Changing Climate

- Kieran Power (Nation Partners), along with Lord Mayors Anna Reynolds (Hobart) and Kon Vatskalis (Darwin) and Amanda Pugh (Lockyer Valley), shared real-world council strategies: urban canopy planting, bushfire preparedness, flood mitigation models (like voluntary buy-backs) and cost-benefit projections. The research showed councils are expected to invest over $2 billion towards adaptation over the next five years, generating $2.2-4.7 billion in community benefits.

AI for Society: Shaping a Better Tomorrow

- Stephen Scheeler (The Digital, Omniscient) and Tim Golsby-Smith (myLot) examined how AI tools can support local government decision-making, resident engagement and enhancing service delivery efficiency.

Concurrent Listening Sessions

- Topics included workforce challenges (KPMG, Public Skills Australia, Jobs & Skills Australia), local investment, public/private collaboration, and leveraging local talent pools.

Friday 27 June - Final Plenary & Ministerial Engagement

The NGA closed with final plenary sessions and a high-value Ministerial Engagement forum moderated by ABC journalist David Speers. Several newly-appointed and returning ministers engaged directly with delegates on how they intend to support local government via partnership frameworks and shared initiatives.

Among notable commitments:

- Minister McBain reaffirmed support for local-led climate adaptation grants.
- Minister Josh Wilson emphasised inter-jurisdictional collaboration for renewable energy transitions.
- Shadow ministers echoed calls for reliable, formula-based funding and enhanced council inclusion in national planning.

Synthesis: Key Learnings & Take-Aways

1. Local Government as Climate Adapters & Innovators

The launch of the *Adapting Together* climate report emphasised councils as front-line protectors, investing billions in resilience, while delivering measurable returns to communities ($2 - 4.7 billion benefits). Councils must advocate for predictable national funding (e.g. a proposed $400 million annual adaptation fund) to scale up these efforts.

2. Housing Affordability in Regional Communities Requires Coordinated Strategy

Multiple sessions highlighted the persistent shortage of affordable housing outside urban centres. Solutions range from targeted local innovations to broader national policy alignment, with motions calling for Federal support in delivering non-metro housing outcomes.

3. Digital & Transport Connectivity Must Be Prioritised

Connected Communities sessions made clear: without robust internet, transport linkages or digital services, dispersed and remote communities remain at risk of decline. Councils must lead advocacy for digital inclusion, while embedding digital readiness as part of social cohesion strategies.

4. Environmental Outcomes Benefit from Community Arts & Tourism Activation

Presenters across culture, tourism and arts demonstrated that community identity and economic vitality can be driven by creative place-based projects, Parkes's tourism branding or Hobart's arts activations offer models for replicable success.

5. Motions as a Vehicle for National Influence

This year's record number of NGA motions reinforced how councils can influence national priorities. Resolutions on waste stewardship, affordable housing, climate funding, digital equity, and road safety clearly articulated measurable asks, now carried into ALGA advocacy channels.

6. Evolving Role of AI & Data-Driven Service Models

From strategic presentations on geopolitics to AI tools for service delivery (Scheeler, Golsby-Smith), the integration of emerging technologies into council operations will be vital. Early adopters can inspire sector-wide change.

7. Power of Networking & Cross-Council Collaboration

Beyond formal sessions, the networking and side events underscored the value of inter-council connections. Sharing lessons on resilience, funding models, and innovation provided real take-homes for our council work.

How Geelong can Apply These Learnings

Strategic Planning & Advocacy

- Champion motions aligned with Federal collaboration around climate adaptation funding, digital infrastructure investment, and infrastructure support for affordable housing.

Community Programs & Engagement

- Explore creative activation (arts, festivals) to increase economic activity.
- Build digital readiness plans: ensure populations have access to connectivity, training, and supporting infrastructure.

Council Operations & Innovation

- Pilot AI-based tools for resident communication, service requests, or asset management.
- Collaborate with the workforce to future-proof council operations via targeted training and retention strategies.

Policy & Collaboration

- In council and through ALGA channels, push for formula-based grants to support climate resilience and affordable housing as predictable, long-term resources.
- Advocate strong producer responsibility in product stewardship to relieve councils from bearing the full cost of recycling infrastructure and waste management.

Closing Reflections

Attending the NGA reinforced several key truths: local government is not just reactive—it is proactive and central to delivering national goals. Whether in climate adaptation, regional cohesion, digital transformation or housing, councils have deep local insight. But to deliver effectively, we need policy certainty, financial backing, collaboration across tiers and strategic innovation.

From panels and keynote speakers to motion debates and casual conversations, every day offered new insight and connections. The strength of ALGA's NGA is in bringing together local voices into a united national advocacy platform, bridging local vitality with federal policy.

The learnings from the Regional Forum and NGA align directly into our council strategies: for climate preparedness, equitable housing, digital inclusion, economic activation, and stronger partnerships. I look forward to championing our regional experience as part of Australia's national conversation and playing my part in forging local-driven solutions to national priorities.

Acknowledgements

I extend my thanks to Cr. Rowan Story for accompanying me; to ALGA staff and board; to all speakers and presenters; and to fellow delegates who shared their experiences and ideas. ALGA President Matt Burnett's leadership, along with engaging sessions moderated by David Speers, created a powerful platform for local government to influence national agendas. The momentum generated at NGA 2025 points a clear way forward: local solutions driving national progress.

2.6. Proposed sale of land Former Saleyards at 125-135 Weddell Road, North Geelong

Source: **Office of the Chief Executive**
Chief Executive Officer: **Ali Wastie**

Purpose

1. To advise Council of the outcomes of community engagement on the proposed sale of land within the former Geelong Saleyards located at 125 - 135 Weddell Road, North Geelong.

Background

2. The former Geelong Saleyards is a 6.069 hectares site owned by Council. Council resolved to close the Saleyards in August 2017.

3. It is proposed to sell approximately 4.3-4.5 hectares of the land, while retaining retain an area of approximately 1.5 to 1.76 hectares of land which is required for drainage. Work on drainage infrastructure within this land will be delivered as part of the shared infrastructure funding plan for the precinct.

1. The Geelong Saleyards Precinct Plan (Plan), which was adopted by Council in June 2021, rezoning the land to Comprehensive Development Zone 4 (CDZ4), for the following purposes:

   3.1. To provide for the integrated planning, development and subdivision of the land primarily for higher density housing.

   3.2. To create a high amenity, walkable residential environment through the provision of high-quality public spaces, community facilities and a limited range of commercial uses.

   3.3. To ensure a diversity of housing types and built form is achieved throughout the precinct, including social and affordable housing.

   3.4. To encourage best practice environmentally sustainable design, stormwater management and water quality treatment.

   3.5. To manage the interface between future residential and adjoining non-residential uses.

Key Matters

4. Community engagement was undertaken, and submissions were invited; 25 submissions were received. The key themes are summarised below.

5. The sale of approximately 4.3-4.5 hectares of the land presents a commercial opportunity for redevelopment in accordance with the Plan and to achieve the intent of rezoning the land.

6. The zoning of the land zone ensures development can occur on a strategic site in a coordinated way and address land use, built form, landscaping, transport and access, drainage and other infrastructure requirements.

7. The Plan was developed with community input and sets out guidelines to include quality parklands and public realm for residents and the wider community to enjoy.

8. The sale of the land will open the opportunity for this site to deliver a high standard of residential amenity while providing for a mix of complementary uses that will help support a vibrant neighbourhood with employment, retail, leisure and entertainment opportunities.

Recommendation

That Council:

1. **Note the outcome of the community engagement process in accordance with section 114 of the *Local Government Act* 2020 and the Community Engagement Policy; and**

2. **Authorise the sale of approximately 4.3-4.5 Ha of the land at 125-135 Weddell Street, North Geelong known as certificate of title volume 97254 folio 139, Lot 2 on PS206464.**

3. **Authorise the Chief Executive Officer or delegate to sign documents to complete the sale of the land.**

Financial Sustainability

9. The sale of the property supports financial sustainability by disposing of a surplus property.

10. The property will be sold through a competitive marketing and sales process, with a current market valuation informing the sale price. The land will not be sold at less than market valuation.

11. Cost associated with subdividing the land, marketing and sales commission will be offset by the sales income.

Community Engagement

12. Community engagement was undertaken from 12 June to 13 July 2025.

13. Submissions were invited and 25 submissions were received. All submissions have been provided in full to the Council.

14. 13 submissions noted that they were supportive of the sale.

15. 11 submissions noted that they were not supportive of the sale.

Key Themes	**Officers' Response**
Social Housing or Affordable-accessible housing 5 submissions would like the land used for social housing 6 submissions would like a large part of the land used for social housing when it is developed, but did not object to the sale 2 submissions would like accessible or affordable housing on the land.	If the land is sold, the future developer will need to consider the requirement of affordable housing in line with the Planning Scheme as part of the planning permit requirements. ***Schedule 4 Comprehensive Development Zone*** in the planning scheme requires an Affordable Housing Delivery Strategy to be prepared by the landowner/developer in accordance to the Comprehensive Development Plan Guidelines G10, 11 and 12 as part of the planning permit application
General Feedback 8 submissions provided suggestions on what they would like to see in the future development or area. These included, residential housing, café, improved about walkability and traffic flows in the area, retain vegetation, smart cities technology, representation or adaption of the saleyards and pastoral history	If the land is sold, this feedback can be passed on to the purchasers for their consideration in future development. The Geelong Saleyards Precinct Structure Plan has included many of these aspects as requirements or opportunities.

Social Equity and Sustainability

16. The Saleyards Precinct Structure Plan considered social equity and sustainability principles. This will guide future development, with Schedule 4 Comprehensive Development Zone requiring planning application to include an affordable housing delivery strategy setting out:

    16.1. How affordable housing is to be achieved in accordance with the Saleyards Comprehensive Development Plan, May 2022, including the identification of intended partners, timeframes, built form and response to each of the matters set out by the Minister pursuant to section 3AA(2) of the Planning and Environment Act 1987.

    16.2. The method of implementing the strategy, such as by an agreement under Section 173 of the Planning and Environment Act 1987.

    16.3. Locations for the social and affordable housing to be delivered. – A summary of the range of housing types, densities and sizes.

    16.4. Staging requirements and ensuring that social and affordable housing are provided in a timely manner as development occurs.

Relevant Law/Policy/Legal Implications

17. The Council must comply with section 114 of the *Local Government Act* 2020. Community engagement has been undertaken to comply with this requirement.

Alignment to Community Plan and Vision

18. This report aligns with Our Council Plan 2025-2029 strategic priority:

    Economic Development

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

    Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

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

Risk Assessment

21. The Geelong Saleyards Precinct Structure Plan (Plan) was developed through an extensive planning scheme amendment process which considered risks and resulted in the rezoning of the land and adoption of the Plan. This process assessed risks associated with future development and included the application of an environmental audit overlay on the land.

22. Future development will require planning permits which will assess risks for for design and delivery.

Environmental Sustainability

23. Future development of the land will be guided by the Plan and the Greater Geelong Planning Scheme which will include environmental sustainability elements consideration.

Attachments

1. SITE PLAN 125 WEDDELL ROAD NORTH GEELONG [**2.6.1** - 1 page]

SITE PLAN – 125 WEDDELL ROAD, NORTH GEELONG

- Approximate area proposed to be sold

- Approximate area to be retained for drainage

- Crown Land



2.7. Willis Street (Harding - Brown), Portarlington - Declaration of Charge - Special Rate and Charge Scheme - SRC 372

Source: **City Infrastructure**
Executive Director: **James Stirton**

Purpose

1. This report seeks a resolution by Council to declare a Special Charge Scheme (SRC) to co-fund the sealing of Willis Street, Portarlington between Brown Street and Harding Street.

Background

2. The proposed road construction and sealing works have been developed in response to complaints and a petition received from residents requesting to seal the road. Sealing this section of 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 28 January 2025. A public notice and letters to all benefiting property owners was sent containing all relevant scheme information.

Key Matters

4. The total scheme cost is estimated at $504,789.00. Property owners will be required to contribute $378,591.75 (75%) based on the apportionment of cost and special benefit to adjacent properties.

5. The contribution sum of $126,197.25 (25%) will be apportioned in the 2025-26 financial year to commit to this project.

6. The estimated cost and apportionment are shown in **Attachment 3 – Schedule C**.

7. There are 27 properties abutting the proposed road sealing work that will receive a special benefit.

8. Three formal submissions were received in relation to the proposed charge. The submitters objections were acknowledged and responded to. One landowner requested to speak to Council of their submission at a Submission Review Panel hearing held 10 June 2025. Minutes from the meeting can be found in **Attachment 4 – Submission Review Panel Meeting Minutes.**

9. Should Council declare the scheme, there is an opportunity for submissions to be sent to the Victorian Civil and Administrative Tribunal (VCAT) for further consideration and determination.

Recommendation

That Council:

1. **Resolves to declare the Special Charge Scheme 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 Willis Street, Portarlington between Harding Street and Brown Street.

      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);

      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 $504,789.00, refer Attachment 1 – Schedule A.

   1.4. It be recorded that, for the purposes 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; and

      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 $504,789.00; and

      1.4.3. `Maximum levy' (S) be recorded as $378,591.75.

   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 5.

   1.6. The following be specified as the land in relation to which the special charge so declared:

      1.6.1. 1.6.1 Land within the area shown on the plan at Attachment 5.

   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; and

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 will be recorded that;

1.9.1. The owner of the land described in column 1 and column 2 is liable for the estimated amount set out in column 6 of Attachment 3 – Schedule C;

1.9.2. The owner may, subject to any further resolution of Council pay the special charge in the following manner:

1.9.3. 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;

1.9.4. 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

1.9.5. 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. Authorise Council's Chief Executive Officer or delegated authority to levy the special charge in accordance with Section 163(4) of the Act.

2. Supports the allocation equal to the total project cost (estimated $504,789.00) to fund the construction under this scheme within Council's 2025-26 financial year budget.

Financial Sustainability

10. The total scheme cost is estimated at $504,789.00.

11. An allocation equal to the total project cost to fund the construction under this scheme will be made within Council's 2025-26 financial year budget if the scheme is adopted.

12. Willis Street is a category 2 road. Under our Special Rate and Charges Policy and procedures, this road would traditionally receive a special benefit of 75% and a community benefit of 25%.

13. Property owners will fund $378,591.75 (75% - special benefit) if this project is declared.

14. 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.

15. 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.

Community Engagement

16. To develop the scheme to an intention to declare stage, a number of community consultation phases were conducted with property owners, seeking to confirm support for the Special Charge Scheme. A petition received on 16 February 2024 demonstrated that support was warranted for the road upgrade under a proposed Special Rate and Charge scheme.

17. A further community consultation in August 2024, provided property owners with an opportunity to understand and provide feedback on, the Special Rate and Charge scheme process, designs and costs apportioned to properties to seal the road. Responses were received from 16 of the 27 property owners. 13 supported the road sealing under a Special Charge Scheme and three did not.

18. Subsequent to Council's intention to declare a Special Charge Scheme resolution at its meeting in January 2025:

    18.1. A Public Notice was placed in The Times newspaper on Friday 14 February 2025 with a copy sent to all benefitting property owners on Monday 17 February 2025.

19. Three submissions were received during the 28-day submission period following the advertisement of the Public Notice which closed Friday 21 March 2025. One submitter requested to have their submission heard by a Submission Review Panel which took place on Tuesday 10 June 2025. **Attachment 4 – Submission Review Panel Meeting Minutes.**

20. Further correspondence will be sent to all benefiting property owners following Council's decision on the declaration.

    20.1. Should Council resolve to declare the charges, all property owners have a right of appeal to VCAT. This information is included in the Levy Notice which is sent to all property owners. Should VCAT confirm the scheme, Council is cleared to proceed to construction.

21. The Special Charge Scheme process is described in **Attachment 6 – Special Charge Scheme Process.**

Social Equity and Sustainability

22. 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.

23. 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:

    23.1. Council is unable to levy a special charge on the property;

    23.2. The owner of the property has already contributed to the costs of the works through a development levy;

    23.3. Council considers that there are advantages for the municipality in excluding the property from the scheme;

    23.4. Council considers that the special benefits for the property are marginal and would not warrant including the property in the scheme; or

    23.5. Any other reason that Council considers appropriate.

Relevant Law/Policy/Legal Implications

24. 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

25. This report aligns with Our Community Plan 2021-2025 strategic priority:
    Healthy, caring and inclusive community.
    High-performing council and organisation.

26. 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.

Conflict of Interest

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

Risk Assessment

28. Sealing Willis Street, Portarlington will provide an enhanced level of service to residents compared to the level of service provided by a gravel road.

29. In making its decision to declare the scheme, Council is subject to the scheme being referred to VCAT.

Environmental Sustainability

30. The road infrastructure proposal provides sealed access, improved drainage and amenity as dust and mud are mitigated.

31. It is anticipated that no significant vegetation removal will be required to complete this project.

32. The City will encourage the use of recycled materials for the project construction.

Attachments

1. Attachment 1 Schedule A Cost Estimate Willis Street Portarlington SRC372 Declaration of C [**2.7.1** - 1 page]
2. Attachment 2 Schedule B Benefit Cost Ratio Willis Street Portarlington SRC372 Declaration [**2.7.2** - 1 page]
3. Attachment 3 Schedule C Proposed special charge Willis Street Portarlington SRC372 Declar [**2.7.3** - 1 page]
4. Attachment 4 - Minutes - Submission Review Panel - Willis Street Portarlington - SR C 372 - Declarat [**2.7.4** - 19 pages]
5. Attachment 5 Plan Willis Street Portarlington SRC372 Declaration of Charge D25 210139 [**2.7.5** - 1 page]
6. Attachment 6 Scheme Process Willis Street Portarlington SRC372 Declaration of Charge D25 [**2.7.6** - 1 page]

Attachment 1

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC) - SCHEDULE 'A'

WILLIS STREET, PORTARLINGTON – SRC 372 – COST ESTIMATE

PRELIMINARY
CONSTRUCTION COST ESTIMATE
$504,789
Please refer to relevant notes provided at end of this document.

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PROJECT NO:- 2021070 | **ESTIMATE REVISION NO. -** **PA**

PROJECT DESCRIPTION :- | **DATE :** **28/11/2023**

ROAD CONSTRUCTION SRC
CENTRAL ROADS WILLIS ST HARDING TO BROWN
PORTARLINGTON | **PROJECT MANAGER :** **A.McGORMAN**

PROVIDER REFERENCE : .....

DESIGNER :A.OBERG

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	$35,000.00
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.	1040	m^3	$80.00	$83,200.00
2.02	Placement and consolidation of engineered fill with approved materials in preparation for new works.	135	m^3	$80.00	$10,800.00
3.00	**PAVEMENT WORKS**				
3.01	150mm compacted depth Class 2 20mm crushed rock, supplied, spread and compacted.	215	m3	$120.00	$25,800.00
3.02	150mm compacted depth Class 3 40mm crushed rock, supplied, spread and compacted.	215	m^3	$110.00	$23,650.00
	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)	123	Tonne	$238.00	$29,274.00
4.00	**DRAINAGE**				
	PIPES				
4.01	100mm dia Sub-Soil drains including excavation, supply, placement and provision of approved backfill.	250	m	$48.00	$12,000.00
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.	136	m	$350.00	$47,600.00
	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.	6	No.	$2,000.00	$12,000.00
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)	455	m	$150.00	$68,250.00
	KERB CROSSING CONSTRUCTION				
5.03	Vehicle crossing layback 4m wide, including bedding & formwork.	21	No.	$500.00	$10,500.00
5.04	Pram crossing 1.5m wide, including fine crushed rock bedding.	4	No.	$350.00	$1,400.00
6.00	**LANDSCAPING**				
6.01	Top soiling and seeding nature strips, medians and outer separators.	455	m^2	$15.00	$6,825.00
SUB-TOTAL : A					**$388,299**
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)	**$388,299**
30% CONTINGENCY : D	**$116,490**
CONSTRUCTION COST ESTIMATE : E (=C+D)	**$504,789**

Attachment 2

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC) - SCHEDULE 'B'

WILLIS STREET, PORTARLINGTON SRC 372 – BENEFIT COST RATIO

A	**Purpose**	
	To seal the unsealed section of Willis Street, Portarlington (between Harding and Brown Street) with kerb and channel	
B	**Coherence**	
	The works will provide a physical connection of sealed road with kerb and channel along Willis Street between Harding and Brown Street. A properly sealed road with kerb and channel will provide improved amenity as dust and mud concerns are mitigated.	
C	**Total Cost C**	
	Total Estimated cost of works	$504,789.00
	TOTAL COST	**$504,789.00**
D	**Identify Special Beneficiaries**	
	A total of 27 properties are identified as eligible for both access and amenity benefits (note: property at 28-32 has their main entrance on Brown Street which is already sealed but access a garage on Willis Street). Included are three groups of units located at numbers 43, 44, and 34-36. Among these, six units will benefit from amenities, although they do not directly border the road improvement project. The amenity benefit for these units consists of a decrease in mud and dust entering their properties due to foot or vehicle traffic. Properties that directly face the road upgrade will enjoy aesthetic enhancements as well as a reduction in mud and dust entering their premises as a result of vehicular movement and weather conditions.	
E	**Properties to include**	
	27 properties are considered to receive a special benefit. Therefore, Total Special Benefits (in) is apportioned to 27 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)**	
	The construction of road with kerb and channel in Willis Street (between Harding and Brown Street) is considered to provide a special benefit to each property abutting the road. There are 27 allotments receiving benefit from the scheme. Under the SRC Procedure, Category 2 through roads are contributed to at a value of 75% by the property owners and 25% by council.	
	Properties Included **TSB (in) =** **27**	
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 this section of Willis Street as the road is not used to access other areas, apart from the properties adjacent to it and other local roads.	
	TCB = **9**	
I	**Calculate "Benefit Ratio" - R**	
	Benefits Ratio = $\frac{\text{TSB (in)}}{\text{TSB (in) + TSB (out) + TCB}} = \frac{27}{27 + 0 + 9}$	**0.75**
J	**Maximum Total Levy (S)**	
	Maximum Total Lewy S = R X C	**$378,591.75**
	Council Contribution to Special Charge Scheme	$126,197.25

Attachment 3

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC) - SCHEDULE 'C'

WILLIS STREET PORTARLINGTON SRC 372 – PROPOSED SPECIAL CHARGE

Property key	Property Address	Equal Share Costs
246328	28-32 Brown Street, PORTARLINGTON VIC 3223	$14,021.92
345676	34-36 Brown Street, PORTARLINGTON VIC 3223	$14,021.92
367157	31 Harding Street, PORTARLINGTON VIC 3223	$14,021.92
263106	30 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
367158	31 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
263107	32 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
263066	33 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
369265	Unit 1/34-36 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
369266	Unit 2/34-36 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
369267	Unit 3/34-36 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
369268	Unit 4/34-36 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
369269	Unit 5/34-36 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
263067	35 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
263068	37 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
263109	38 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
353783	39 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
263110	40 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
361769	41A Willis Street, PORTARLINGTON VIC 3223	$14,021.92
361770	41B Willis Street, PORTARLINGTON VIC 3223	$14,021.92
263111	42 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
336001	1/43 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
336002	2/43 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
336003	3/43 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
399842	44A Willis Street, PORTARLINGTON VIC 3223	$14,021.92
399843	44B Willis Street, PORTARLINGTON VIC 3223	$14,021.92
345674	46 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
345675	48 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
Totals	**27**	**$378,591.75**

Attachment 4

MINUTES

SUBMISSIONS REVIEW PANEL HEARING

Willis Street, Portarlington – SRC 372

Tuesday 10 June 2025
6:30 pm

Virtual Meeting

PANEL:
Cr S Kontelj (Kardinia Ward) - Mayor
Cr R Nelson (Barrabool Hills Ward) - Deputy Mayor
Cr E Sinclair (Charlemont Ward)
Cr M Cadwell (Cheetham Ward)
Cr E Wilkinson (Connewarre Ward)
Cr A Aitken (Corio Ward)
Cr A Katos (Deakin Ward)
Cr E Kontelj (Hamlyn Heights Ward)
Cr T Sullivan (Leopold Ward)
Cr R Story (Murradoc Ward)
Cr C Burson (You Yangs Ward)

CITY OF GREATER GEELONG

INDEX

1. PROCEDURAL MATTERS 4

1.1. Acknowledgement of Country 4

1.2. Apologies 4

1.3. Declarations of Conflicts of Interest 4

1.4. Procedure for Hearing Submissions 4

2. ORDER OF SUBMISSIONS 5

3. REPORTS 6

3.1. Panel Consideration of Submissions made to Willis Street, Portarlington – Intention to Declare Report - Special Rate and Charge Scheme SRC 372 6

Present: Crs S Kontelj (Chair), E Sinclair, E Wilkinson, A Aitken, A Katos, E Kontelj, T Sullivan, R Story,

Also Present: J Stirton (Executive Director City Infrastructure), J Douglas (Manager Council and Corporate Governance) E Ryan (Senior Governance Advisor - Council Business), Shaun Nuttall (Manager Civil Infrastructure), A McGorman (Special Rates and Charges Program Manager), A McGlade (Coordinator Civil Infrastructure Planning)

Opening: The Chair declared the meeting open at 6.05pm.

1. PROCEDURAL MATTERS

1.1. Acknowledgement of Country

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

1.2. Apologies

Cr M Cadwell, Cr C Burson, Cr R Nelson.

1.3. Declarations of Conflicts of Interest

1.4. Procedure for Hearing Submissions

The Chair provided a brief description of how the panel hearing will be conducted for the benefit of submitters.

2. ORDER OF SUBMISSIONS

SUBMISSIONS FOR WILLIS STREET, PORTARLINGTON - INTENTION TO DECLARE REPORT - SPECIAL RATE AND CHARGE SCHEME SRC 372

Community engagement was undertaken on the Willis Street, Portarlington - Intention to Declare Report - Special Rate and Charge Scheme SRC 372.

The following submitters requested to be heard by the Submissions Review Panel:

Submission No.	Full name	Property address	Submission
1	Name Removed	Personal Details Removed	This submission has been summarised to preserve the identity of the submitter. The submitter felt the survey results lacked full acknowledgment of property owners' commitment to proposed Upgrade SRC 372. 51.85% is not reflective of resounding confirmation. The submitter is concerned about being asked to pay an equal share for a vacant plot when others in the street also have properties on their land. The submitter believes this charge is disproportionately high for their plot of land versus others in the street with an estimated land value of over $1 million. This would have made those properties contributions significantly higher, which would likely have been considered unfair by those owners. The submitter is requesting further review of the proposed charge allocations and a more equitable approach.

3. REPORTS

3.1. Panel Consideration of Submissions made to Willis Street, Portarlington – Intention to Declare Report - Special Rate and Charge Scheme SRC 372

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Purpose

1. The purpose of the Submission Review Panel is to consider all the submission received for Willis Street, Portarlington – Intention to Declare Report - Special Rate and Charge Scheme SRC 372.

Background

2. The City invited benefitting property owners to provide feedback between Friday 2 August 2024 until Friday 30 August 2024 on the proposed road sealing with kerb and channel upgrade.

Key Matters

3. Council will receive a report from the Submissions Review Panel and consider the recommendations when the reports for each item are presented to the council in August 2025.

4. A full copy of all submissions has been provided to Councillors.

5. All submitters have received acknowledgement of their submissions.

Resolution 3.1

Cr A Katos moved, Cr E Wilkinson seconded -

That the Submissions Review Panel:

1. **Acknowledge the submissions received;**
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 26 August 2025**

Carried

Attachments

1. 3.3 Willis Street, Portarlington – Intention to Declare Report - Special Rate and Charge Scheme SRC [**3.1.1** - 12 pages]

3.3. Willis Street, Portarlington - Intention to Declare Report - Special Rate and Charge Scheme SRC 372

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 Willis Street, Portarlington between Harding and Brown Street.

Background

2. The proposed road construction and sealing works have been developed in response to complaints and a petition received 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. This section of Willis Street demonstrated further support in a recent consultation phase in August 2024 where accurate cost apportionment were provided to the property owners. The majority support garnered through this exercise was done to enable each property owner to clearly understand their contribution costs.

Key Matters

4. The total scheme cost is estimated at $504,789.00 with property owners contributing 378,591.75 (75%) and a contribution from the City of $126,197.25 (25%) in recognition of the community benefit. The estimated cost and apportionment are shown in **Attachment 3 – Schedule C.**

5. There are 27 properties abutting the proposed scheme which will receive a special benefit. 13 of the 16 properties who replied to the survey support the upgrade under an SRC scheme based on an equal share approach (contribution value of $182,284.96) and three are not in support (contribution value of $42,065.76). There are no properties owned by the City within the scheme.

6. Based on 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.

Recommendation

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 sealing at Willis Street, Portarlington (Harding – Brown Street):

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 the 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 $504,789.00, 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; and

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 $504,789.00; and

1.4.3. `Maximum levy' (S) be recorded as $378,591.75.

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 in 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. 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; and

1.8.2. The maximum levy includes an access and/or amenity benefit; and

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 3 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; and

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.

2. 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

Financial Sustainability

7. Proposed cost for the road construction is $504,789.00.

8. The City will fund $126,197.25 (25%) and property owners will fund $378,591.75 (75%) if this project is declared. The City has afforded an allocation within the 2023-2027 Capital works budget to cover the required contribution value if the scheme progresses.

9. 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.

10. 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 or business in the application and will advise of its decision in writing after receiving the application and all supporting information.
https://cityweb.geelongcity.vic.gov.au/documents/item/8d7ea7f5b2c42c8.aspx

11. The cost apportionment method used for this scheme is `equal share'. The cost apportionment methods considered have been provided in **Attachment 6**.

Community Engagement

12. To develop the scheme to an intention to declare stage, an engagement took place in response to a petition received in February 2024 with 16 of 27 property owners showing support for the road upgrade under a Special Rate and Charge scheme.

13. In response to the petition, in August 2024 we engaged with the benefitting property owners. We provided information on the Special Rate and Charge scheme process, designs and costs apportioned to properties to seal the road with kerb and channel.

14. There are 27 properties abutting the proposed road sealing work that will receive a special benefit. Responses have been received from 16 of the 27 property owners. 13 support the road sealing under a Special Charge scheme and three do not.

15. Property owners were informed of the survey outcome in September 2024 and are aware that this report is going before Council for a decision to proceed to the next stage.

16. Further correspondence will be sent to all affected property owners should Council resolve to make its intention to declare the Special Charge scheme.

17. The Special Charge scheme process is described in **Attachment 5**. This submission relates to the stage `Intention to Declare 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 an equal share approach.

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:
    Strong local economy.

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

Conflict of Interest

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

Risk Assessment

25. Sealing Willis Street, Portarlington will provide an enhanced level of service to residents compared to the level of service provided by a gravel road.

26. 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 (Victorian Civil and Administrative Tribunal) in making a final determination.

27. The properties subject to the special charge have been identified in compliance with the Special Rate and Charge provisions outlined in the Local Government Act 1989, the consultation requirements established by the Local Government Act 2020, and the policies and procedures of the Council regarding Special Rates and Charges.

Environmental Sustainability

28. The road infrastructure proposal provides sealed access and improved amenity as dust, mud and stone scatter concerns are mitigated.

29. There will be no significant vegetation removal will be required to complete this project.

Attachments

1. Attachment 1 Schedule A Cost Estimate Willis Street Portarlington SRC372 Intention to Dec [**3.3.1** - 1 page]
2. Attachment 2 Schedule B Benefit Cost Ratio Willis Street Portarlington SRC372 Intenti (1) [**3.3.2** - 1 page]
3. Attachment 3 Schedule C Proposed special charge Willis Street Portarlington SRC372 In (1) [**3.3.3** - 1 page]
4. Attachment 4 Plan Willis Street Portarlington SRC372 Intention to Declare D24 631587 [**3.3.4** - 1 page]
5. Attachment 5 Scheme Process Willis Street Portarlington SRC372 Intention to Declare D (2) [**3.3.5** - 1 page]
6. Attachment 6 Cost Apportionment Methods Willis Street Portarlington SRC 372 Intention to [**3.3.6** - 1 page]

Attachment 1

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC) - SCHEDULE 'A'

WILLIS STREET, PORTARLINGTON – SRC 372 – COST ESTIMATES

PRELIMINARY
CONSTRUCTION COST ESTIMATE
$504,789
Please refer to relevant notes provided at end of this document.

This is a Confidential Document
For Authorised Use Only

PROJECT NO:- 2021070 **ESTIMATE REVISION NO. -** **PA**

PROJECT DESCRIPTION :- **DATE :** **28/11/2023**

ROAD CONSTRUCTION SRC **PROJECT MANAGER :** **A.McGORMAN**
CENTRAL ROADS WILLIS ST HARDING TO BROWN PORTARLINGTON **PROVIDER REFERENCE :** .....

DESIGNER :A.OBERG

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	$35,000.00
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.	1040	m^3	$80.00	$83,200.00
2.02	Placement and consolidation of engineered fill with approved materials in preparation for new works.	135	m^3	$80.00	$10,800.00
3.00	**PAVEMENT WORKS**				
3.01	150mm compacted depth Class 2 20mm crushed rock, supplied, spread and compacted.	215	m3	$120.00	$25,800.00
3.02	150mm compacted depth Class 3 40mm crushed rock, supplied, spread and compacted.	215	m^3	$110.00	$23,650.00
	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)	123	Tonne	$238.00	$29,274.00
4.00	**DRAINAGE**				
	PIPES				
4.01	100mm dia Sub-Soil drains including excavation, supply, placement and provision of approved backfill.	250	m	$48.00	$12,000.00
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.	136	m	$350.00	$47,600.00
	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.	6	No.	$2,000.00	$12,000.00
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)	455	m	$150.00	$68,250.00
	KERB CROSSING CONSTRUCTION				
5.03	Vehicle crossing layback 4m wide, including bedding & formwork.	21	No.	$500.00	$10,500.00
5.04	Pram crossing 1.5m wide, including fine crushed rock bedding.	4	No.	$350.00	$1,400.00
6.00	**LANDSCAPING**				
6.01	Top soiling and seeding nature strips, medians and outer separators.	455	m^2	$15.00	$6,825.00
SUB-TOTAL : A					**$388,299**
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)	**$388,299**
30% CONTINGENCY : D	**$116,490**
CONSTRUCTION COST ESTIMATE : E (=C+D)	**$504,789**

Attachment 2

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC) - SCHEDULE 'B'

WILLIS STREET, PORTARLINGTON SRC 372 – BENEFIT COST RATIO

A	**Purpose**							
	To seal the unsealed section of Willis Street, Portarlington (between Harding and Brown Street) with kerb and channel							
B	**Coherence**							
	The works will provide a physical connection of sealed road with kerb and channel along Willis Street between Harding and Brown Street. A properly sealed road with kerb and channel will provide improved amenity as dust and mud concerns are mitigated.							
C	**Total Cost C**							
	Total Estimated cost of works							$504,789.00
				TOTAL COST				**$504,789.00**
D	**Identify Special Beneficiaries**							
	A total of 27 properties are identified as eligible for both access and amenity benefits (note: property at 28-32 has their main entrance on Brown Street which is already sealed but access a garage on Willis Street). Included are three groups of units located at numbers 43, 44, and 34-36. Among these, six units will benefit from amenities, although they do not directly border the road improvement project. The amenity benefit for these units consists of a decrease in mud and dust entering their properties due to foot or vehicle traffic. Properties that directly face the road upgrade will enjoy aesthetic enhancements as well as a reduction in mud and dust entering their premises as a result of vehicular movement and weather conditions.							
E	**Properties to include**							
	27 properties are considered to receive a special benefit. Therefore, Total Special Benefits (in) is apportioned to 27 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)**							
	The construction of road with kerb and channel in Willis Street (between Harding and Brown Street) is considered to provide a special benefit to each property abutting the road. There are 27 allotments receiving benefit from the scheme. Under the SRC Procedure, Category 2 through roads are contributed to at a value of 75% by the property owners and 25% by council.							
	Properties Included	**TSB (in) =**	**27**					
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 this section of Willis Street as the road is not used to access other areas, apart from the properties adjacent to it and other local roads.							
		TCB =	**9**					
I	**Calculate "Benefit Ratio" - R**							
	Benefits Ratio =	TSB (in) / TSB (in) + TSB (out) + TCB	=	27 / 27 + 0 + 9				**0.75**
J	**Maximum Total Levy (S)**							
	Maximum Total Levy S = R X C							$378,591.75
	Council Contribution to Special Charge Scheme							$126,197.25

Attachment 3

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC) - SCHEDULE 'C'

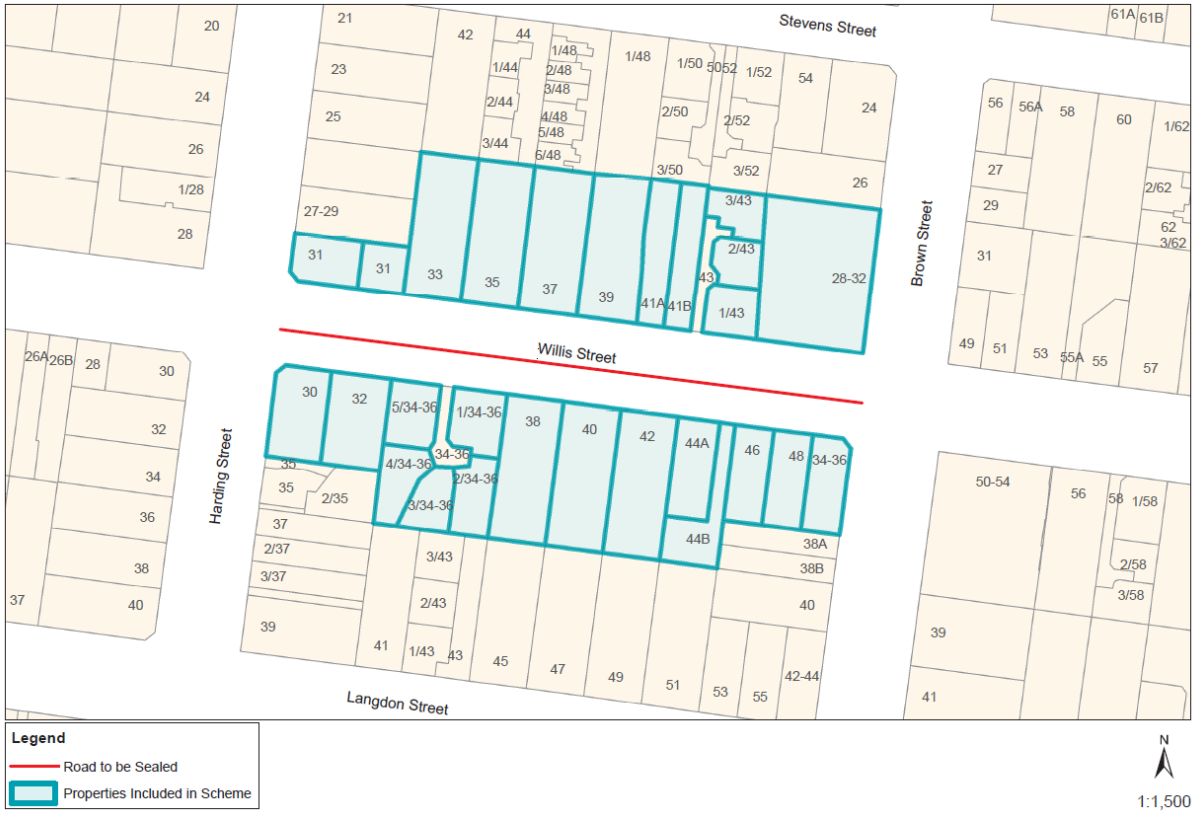
WILLIS STREET PORTARLINGTON SRC 372 – PROPOSED SPECIAL CHARGE

Property key	Property Address	Equal Share Costs
246328	28-32 Brown Street, PORTARLINGTON VIC 3223	$14,021.92
345676	34-36 Brown Street, PORTARLINGTON VIC 3223	$14,021.92
367157	31 Harding Street, PORTARLINGTON VIC 3223	$14,021.92
263106	30 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
367158	31 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
263107	32 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
263066	33 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
369265	Unit 1/34-36 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
369266	Unit 2/34-36 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
369267	Unit 3/34-36 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
369268	Unit 4/34-36 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
369269	Unit 5/34-36 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
263067	35 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
263068	37 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
263109	38 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
353783	39 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
263110	40 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
361769	41A Willis Street, PORTARLINGTON VIC 3223	$14,021.92
361770	41B Willis Street, PORTARLINGTON VIC 3223	$14,021.92
263111	42 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
336001	1/43 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
336002	2/43 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
336003	3/43 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
399842	44A Willis Street, PORTARLINGTON VIC 3223	$14,021.92
399843	44B Willis Street, PORTARLINGTON VIC 3223	$14,021.92
345674	46 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
345675	48 Willis Street, PORTARLINGTON VIC 3223	$14,021.92
Totals	**27**	**$378,591.75**

Attachment 4

SPECIAL RATE AND CHARGE SCHEME (SRC)

WILLIS STREET, PORTARLINGTON SRC 372 – PLAN



Attachment 5

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC)

WILLIS STREET, PORTARLINGTON SRC 372 – 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.	September 2024
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)

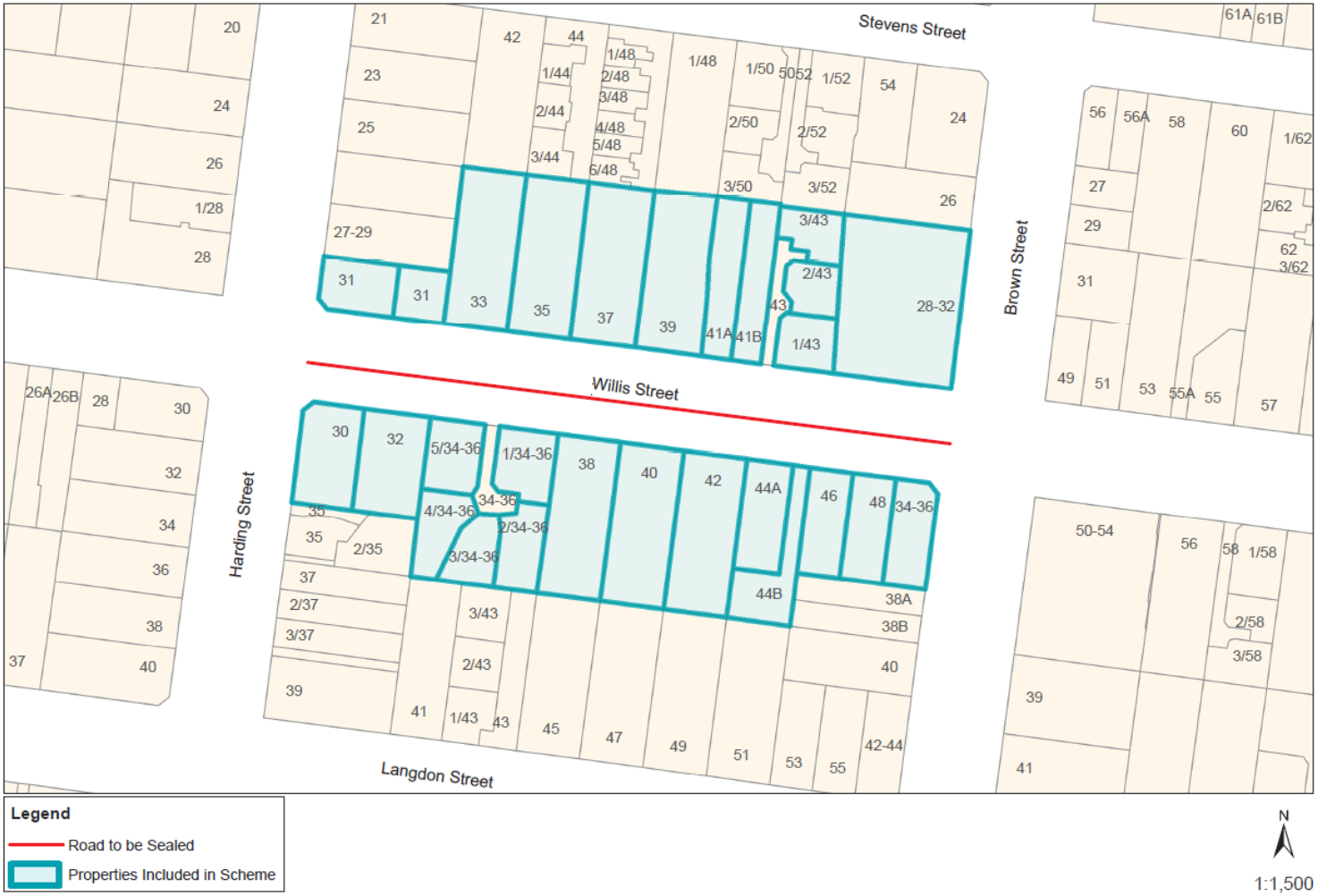
WILLIS STREET, PORTARLINGTON SRC 372– COST APPORTIONMENT METHODS CONSIDERED

		Option A				Option B		Option C
		Access based on use of section of Willis Street				Property Frontage to Willis Street		Same cost for all properties
Property key	Property Address	Access	Amenity	Total	Costs	Property Frontage (metres)	Costs	Equal Share Costs
246328	28-32 Brown Street, PORTARLINGTON VIC 3223	0	0.50	0.50	$7,143.24	37.26	$35,888.03	$14,021.92
345676	34-36 Brown Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	13.65	$13,147.39	$14,021.92
367157	31 Harding Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	21.02	$20,246.01	$14,021.92
263106	30 Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	16.15	$15,555.33	$14,021.92
367158	31 Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	16.17	$15,574.60	$14,021.92
263107	32 Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	21.03	$20,255.64	$14,021.92
263066	33 Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	20.11	$19,369.52	$14,021.92
369265	Unit 1/34-36 Willis Street, PORTARLINGTON VIC 322	0.50	0.50	1.00	$14,286.48	18.76	$18,069.23	$14,021.92
369266	Unit 2/34-36 Willis Street, PORTARLINGTON VIC 322	0.50	0.50	1.00	$14,286.48	1.50	$1,444.77	$14,021.92
369267	Unit 3/34-36 Willis Street, PORTARLINGTON VIC 322	0.50	0.50	1.00	$14,286.48	1.50	$1,444.77	$14,021.92
369268	Unit 4/34-36 Willis Street, PORTARLINGTON VIC 322	0.50	0.50	1.00	$14,286.48	1.50	$1,444.77	$14,021.92
369269	Unit 5/34-36 Willis Street, PORTARLINGTON VIC 322	0.50	0.50	1.00	$14,286.48	17.50	$16,855.62	$14,021.92
263067	35 Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	20.11	$19,369.52	$14,021.92
263068	37 Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	20.73	$19,966.69	$14,021.92
263109	38 Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	20.12	$19,379.15	$14,021.92
353783	39 Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	21.17	$20,390.49	$14,021.92
263110	40 Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	20.12	$19,379.15	$14,021.92
361769	41A Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	9.45	$9,102.04	$14,021.92
361770	41B Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	9.55	$9,198.35	$14,021.92
263111	42 Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	20.12	$19,379.15	$14,021.92
336001	1/43 Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	18.97	$18,271.50	$14,021.92
336002	2/43 Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	1.03	$987.26	$14,021.92
336003	3/43 Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	1.03	$987.26	$14,021.92
399842	44A Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	14.49	$13,956.46	$14,021.92
399843	44B Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	2.75	$2,643.92	$14,021.92
345674	46 Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	13.64	$13,137.75	$14,021.92
345675	48 Willis Street, PORTARLINGTON VIC 3223	0.50	0.50	1.00	$14,286.48	13.65	$13,147.39	$14,021.92
Totals	**27**	**13.00**	**13.50**	**26.50**	**$378,591.75**	**393.07**	**$378,591.75**	**$378,591.75**

Attachment 5

SPECIAL RATE AND CHARGE SCHEME (SRC)

WILLIS STREET, PORTARLINGTON SRC 372 – PLAN



Attachment 6

PROPOSED SPECIAL RATE AND CHARGE SCHEME (SRC)

WILLIS STREET, PORTARLINGTON SRC 372 – 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.	September 2024
Intention to Declare Scheme	✓	Report to Council providing information on the scheme including advice of planned advertising of the scheme and declaration of charge. Sought Council approval by resolution to proceed with formal process.	28 January 2025
Advertisement	✓	The Scheme was advertised in The Times newspaper on 14 February 2025 and all benefitting property owners were sent a copy by mail 17 February 2025. This advertisement indicated Council's intention and notification to 'declare' a Scheme.	14 February 2025
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. Three submissions of objection were received.	14 February 2025 – 21 March 2025
Submissions Review Panel Hearing	✓	One submitter requested to be heard by a Submission Review Panel. All three submissions were provided for Council consideration.	7 May 2025
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.	26 August 2025
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.	

2.8. Amendment C278ggee - Marshall Precinct Structure Plan - Consideration of Panel Report and Adoption of Amendment

Source: **Placemaking**
Executive Director: **Tennille Bradley**

Purpose

1. To consider the Amendment C278ggee Panel Report and adopt the amendment.

Background

2. The Armstrong Creek Urban Growth Plan guides development to provide housing for 54,000 people in 22,000 households. Development in the area has substantially commenced. Marshall is the smallest and northern-most precinct, and in 2017 due to fragmented landownership, the City committed to prepare a structure plan. Preparation of other Armstrong Creek precinct structure plans were developer-led.

3. On 26 September 2023 Council resolved to prepare and exhibit Amendment C278ggee to the Greater Geelong Planning Scheme. The amendment was initiated by Council after it had prepared the Marshall Precinct Structure Plan (PSP), Marshall Development Contributions Plan (DCP) and Marshall Native Vegetation Precinct Plan (NVPP). These plans will facilitate construction of over 1,660 dwellings and some commercial development, subject to a permit.

4. The PSP area is 123 hectares and zoned Urban Growth Zone (UGZ). The amendment proposes to apply Schedule 7 to the UGZ (UGZ7) and incorporate the PSP, DCP, and NVPP into the planning scheme. The exhibited amendment also proposed to apply the Environmental Audit Overlay (EAO) to three PSP properties and apply a Design and Development Overlay Schedule 51 (DDO51) to 137 Barwarre Road, Marshall located outside the PSP area, west of the railway line.

5. Exhibition of the amendment from 24 April to 3 June 2024 resulted in 28 submissions, of which 20 submissions requested changes or objected to the amendment.

6. Submission issues raised by Marshall PSP and nearby landowners/ developers included land use designation, DCP infrastructure cost and delivery, stormwater drainage, the road network and drafting/plan changes. Authorities and agencies generally supported the amendment but also requested changes or further work.

7. On 30 August 2024 Council's delegate considered all submissions and resolved to refer the submissions to an Independent Panel appointed by the Minister for Planning. The Council Delegate Authority Report is published on the City's Amendment C278ggee webpage.

8. An 11-day Panel Hearing was held at Council's Geelong office in November and December 2024. Most of the hearing time was taken up by Council and land developers submitting on PSP and DCP contested matters. Two local residents and the Department of Transport and Planning were also parties to the hearing.

Key Matters

9. Council as the planning authority for the amendment and under section 27(1) of the *Planning and Environment Act*, must consider the Panel's report before deciding whether or not to adopt the amendment.

10. Council received the Panel Report dated 7 February 2025 and released it to the public. The report includes a section on procedural issues where three late submissions were received by Council and referred to the Panel. One of these late submissions was from the owner of 137 Barwarre Road, Marshall, who objected to the proposed DDO51 being applied to their property.

11. The most contentious issue considered by the Panel was whether the exhibited Commercial/ Bulky Goods designation along Barwon Heads Road should be changed to a residential designation. Council proposed the residential redesignation after considering submissions and, after hearing submissions and planning and economic evidence from several experts, the Panel agreed with Council's position.

12. The Panel agreed with Council on other issues including residential densities, drainage and transport planning, DCP infrastructure cost and delivery, and affordable housing provisions. Recommended changes to the exhibited PSP, DCP and NVPP are generally accepted. As a result of the Panel's recommendations the Development Infrastructure Levy contribution has risen by $212,866 per net developable hectare, from a Panel Hearing levy of $1,000,369 to an adopted levy of $1,213,235.

13. Proposed DDO51 sought to futureproof land for pedestrian public access from Barwarre Road to Marshall Station when 137 Barwarre Road is redeveloped. While finding a direct link to be a positive initiative, the Panel did not support the overlay given issues of fairness and the need for further investigations. DDO51 is deleted from the amendment as recommended by the Panel.

14. The Environment Protection Authority (EPA) made a late submission raising concerns with how the amendment manages potentially contaminated land. The EPA submitted that applying the EAO to 'medium-risk properties' is the appropriate planning tool, not provisions in UGZ7 as exhibited. The Panel agreed and recommended the EAO be applied to all potentially contaminated land, which Council accepts.

15. Overall, the Panel recommends the amendment be adopted subject to changes set out in its report. The Panel found the amendment to be well founded and strategically justified and will facilitate the provision of new housing. The Panel supported the future urban structure proposed for the Marshall Precinct, which is represented on the map in **Attachment 1**.

16. **Attachment 2** outlines the issues identified in the Panel Report and provides a Council officer response to the Panel's conclusions and recommendations.

17. The Panel Report Executive Summary is provided in **Attachment 3** and a summary of all the Panel's recommendations and whether Council accepts or rejects each recommendation is provided in **Attachment 4**. **Attachment 5** provides a breakdown of changes to the PSP and DCP.

18. It is recommended that the amendment be adopted in the form shown in **Attachment 6** and submitted to the Minister for Planning requesting approval. Approval of the amendment will provide new infill land supply and contribute to the City's housing target, the highest of any Council in Victoria.

Recommendation

That Council:

1. **Adopts Amendment C278ggee in the form shown in Attachment 6 - Adopted Planning Scheme Amendment C278ggee of this report; and**

2. **Submits the adopted Amendment and prescribed information to the Minister for Planning requesting approval.**

Financial Sustainability

19. The *Marshall Development Contributions Plan, June 2025* (DCP) has been prepared by the City and forms part of the amendment.

20. The DCP is proposed to become an Incorporated Document in the planning scheme which would legally tie Council to the provisions of the plan. The DCP levies developer contributions to fund shared development infrastructure projects for drainage, road intersections, local park improvements and land, to the total value of $83.62 million.

21. The infrastructure is required to support future Marshall PSP residents. Some infrastructure items and costs are apportioned to neighbouring precincts, particularly the North East Industrial Precinct.

22. Contributions towards two Armstrong Creek Urban Growth Area community facilities (Town Centre library and Horseshoe Bend active open space pavilion) will also apply in the form of a per dwelling payment.

23. In finalising the Development Infrastructure Levy, Council has indexed all DCP project amounts and land valuations to 2024-25 financial year prices to ensure proper and efficient administration of the Marshall DCP. Indexation and land valuation would occur regardless following gazettal of the amendment in order to meet reporting requirements. Similarly, the Community Infrastructure Levy has risen to $1,450 consistent with Section 46L of the *Planning and Environment Act*.

Community Engagement

24. The amendment was exhibited in accordance with Sections 17, 18 and 19 of the *Planning and Environment Act*. Exhibition commenced on 24 April and closed on 3 June 2024. All written submissions were accepted including late submissions.

25. The independent panel hearing in November and December 2024 was publicly accessible by video link or in-person attendance at the Greater Geelong City Council office. Submitters to the amendment had the opportunity to participate and present at the panel hearing. The panel considered all submissions, irrespective of whether a submitter presented at the hearing or not.

26. The Panel Report is published on the Geelong Australia C278ggee webpage and all submitters to the amendment were alerted to the publication. A further alert was provided to submitters of the date this report would be presented at a Council Meeting.

Social Equity and Sustainability

27. The amendment has appropriately considered social equity principles. The City has engaged with directly affected landowners and the broader community about the proposed Marshall PSP and DCP.

28. Provision of social and affordable housing is a key social equity principle. The amendment planning controls include requirements and guidelines for housing developers to provide a discretionary affordable housing contribution, consistent with the *Planning and Environment Act 1987* and planning scheme.

Relevant Law/Policy/Legal Implications

29. The amendment accords with the objectives of Planning in Victoria and Victoria's Housing Statement. The proposed planning controls will facilitate residential use and

development consistent with the strategic directions of the Armstrong Creek Urban Growth Area Framework Plan (Clause 02.03) and state housing and activity centre policies.

30. The C278ggee Explanatory Report provides a detailed response to policy in the Greater Geelong Planning Scheme and the requirements of relevant Ministerial Directions.

Alignment to Community Plan and Vision

31. This report aligns with Our Council Plan 2025-2029 strategic priorities:
Economic Development
Environment and Circular Economy

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

Conflict of Interest

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

Risk Assessment

34. There are no risks with proceeding with the recommendations of this report.

Environmental Sustainability

35. The amendment is informed by environmental and infrastructure assessments and a range of state and local planning strategies. Environmental sustainability and conservation of remnant native vegetation are key objectives in planning for the future urban development and use of the Marshall Precinct.

Attachments

1. Attachment 1 - Marshall Future Urban Structure Plan [**2.8.1** - 1 page]
2. Attachment 2 - Consideration of C 278 ggee Panel Report [**2.8.2** - 21 pages]
3. Attachment 3 - Greater Geelong C 278 ggee Panel Report Executive Summary [**2.8.3** - 6 pages]
4. Attachment 4 - Table of C 278 ggee Panel Report Recommendations [**2.8.4** - 2 pages]
5. Attachment 5 - Marshall PSP and DCP changes summary [**2.8.5** - 12 pages]
6. Attachment 6 - Adopted Planning Scheme Amendment C 278 ggee [**2.8.6** - 305 pages]

Attachment 1 - Marshall Precinct Structure Plan future urban structure



KEY

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

CONTEXT

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

LAND USE

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

MOVEMENT

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

Attachment 2 – Consideration of the Greater Geelong Amendment C278ggee Panel Report

Background to the amendment

1. The Armstrong Creek Urban Growth Plan (Framework Plan) guides development of the area to provide housing for 54,000 people in 22,000 households. Development has substantially commenced. Marshall is the northern-most precinct structure plan (PSP) covering 123 hectares – see Figure 1. In 2017, due to the precinct's fragmented landownership, the City committed to prepare the PSP. Preparation of other Armstrong Creek PSPs were developer-led.

2. The City released a draft Marshall PSP for public consultation in mid-2019 following approval to do so at the 9 July 2019 council meeting. Then on 26 September 2023 Council resolved to support the preparation and exhibition of Amendment C278ggee (the 'amendment').

3. The amendment seeks to facilitate residential and limited commercial development, notably near to Marshall Train Station. The precinct is effectively an infill location and planned to provide for a range of housing densities constructed over the next 10 to 20 years. Over 1,660 dwellings are expected which equates to a resident population of approximately 4-5,000 people.

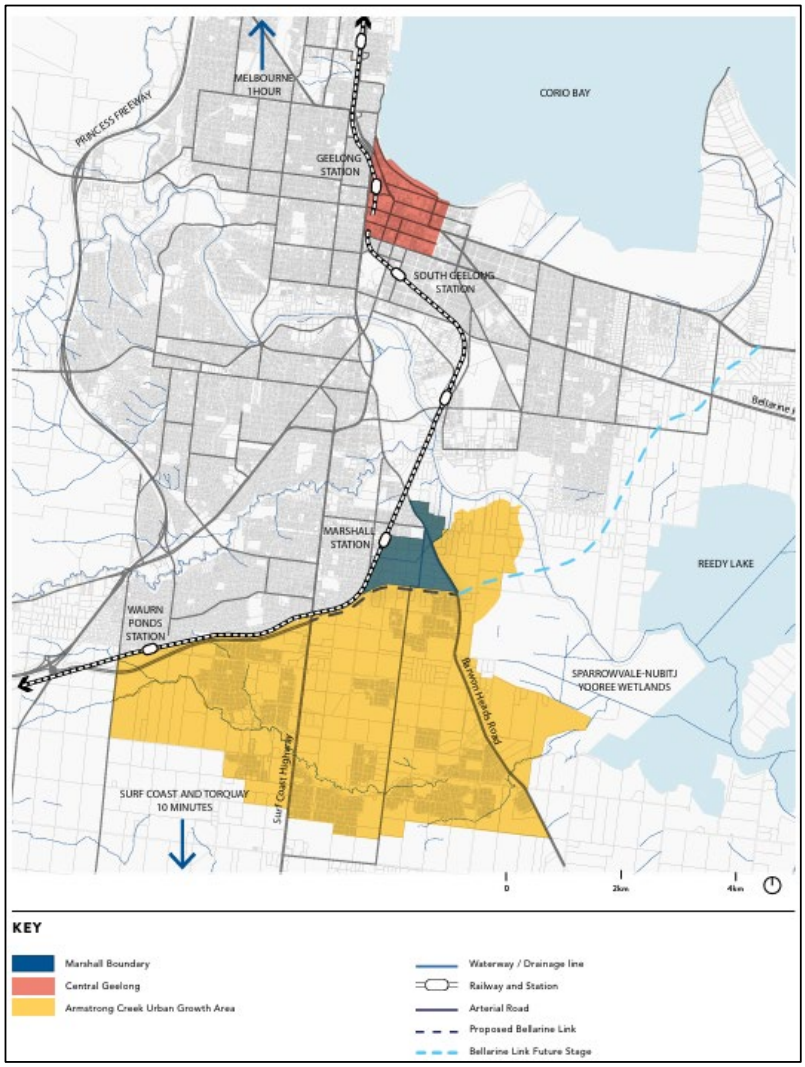


Figure 1: Marshall PSP area is within the 'Marshall Boundary' (Source: Exhibited Marshall PSP)

4. The amendment proposes to apply the Urban Growth Zone Schedule 7 (to land currently zoned Urban Growth Zone); and apply a Development Contributions Plan Overlay. Several properties are proposed to be applied with the Environmental Audit Overlay to manage potentially contaminated land.

5. More specifically, the amendment recommended for adoption at **Attachment 6** makes the following changes to the Greater Geelong Planning Scheme:

5.1 Applies Urban Growth Zone Schedule 7 (UGZ7) and map to the Marshall Precinct Structure Plan land area;

5.2 Applies Development Contributions Plan Overlay Schedule 10 (DCP10) and map to the Marshall Precinct Structure Plan land area;

5.3 Amends the Clause 66.04 Schedule *Referral of Permit Applications Under Local Provisions*

5.4 Applies the Environmental Audit Overlay (EAO) map to 28 properties; and

5.5 Incorporates the following documents:

(a) *Marshall Precinct Structure Plan* (City of Greater Geelong, August 2025)

(b) *Marshall Development Contributions Plan* (City of Greater Geelong, June 2025)

(c) *Marshall Native Vegetation Precinct Plan* (Ecology & Heritage Partners, May 2025)

(d) *Small Lot Housing Code* (Victorian Planning Authority, November 2024)

6. Note: the exhibited amendment also proposed to apply Design and Development Overlay Schedule 51 (DDO51) to 137 Barwarre Road, Marshall, located outside the Marshall PSP. DDO51 has been removed from the amendment as discussed in this report.

Submissions and Council consideration of submissions

7. On 9 October 2023 Council requested Ministerial Authorisation to exhibit the amendment. The Minister's delegate issued authorisation on 25 October 2023 and public exhibition commenced on 10 November 2023 and closed on 18 December 2023.

8. A total of 28 submissions were received to the exhibited amendment. Of the 28 submissions, 20 request a change or changes to the amendment.

9. The submissions are summarised as follows:

9.1 Agency submissions from Barwon Water, Corangamite Catchment Management Authority, Department of Transport and Planning (Transport), Environment Protection Authority, AusNet Services, Country Fire Authority and Department of Energy, Environment and Climate Action generally support the amendment but some changes or further work is suggested.

9.2 There were 12 submissions by or on behalf of PSP landowners raising objections or requesting changes on: land uses; PSP drafting; native vegetation, the stormwater drainage and road network; and DCP infrastructure. Submissions from the Urban Development Institute of Australia (Vic) and an Armstrong Creek North East Industrial Precinct (NEIP) landowner – Re-Grow Geelong Pty Ltd (Re-Grow), raised similar issues.

9.3 Mesh for Re-Grow requested the designation of the Marshall PSP 'Commercial/ Bulky Goods' land-use area be changed to a residential designation.

9.4 Four submissions were received from PSP landowners who live on their property or maintain historical family ownership. Two of these owners support the amendment and two object – one on the extent of drainage assets on their land and the other for locating a connector road on their land. A submission from the owner of 31-39 Tannery Road (Farming Zone property outside the PSP) requests part of the property be included in the PSP and raises several stormwater concerns. A generally supportive submission was received from a resident north of the PSP in Sutalo Street.

10. The key issues were grouped under the following themes: (1) PSP land uses; (2) DCP infrastructure cost and delivery; (3) stormwater and drainage; (4) movement network and traffic; and (5) PSP drafting and plans.

11. On 28 August 2024 after considering the submissions, Council decided under delegation to request the Minister for Planning to appoint a Planning Panel and to refer all submissions to the Panel.

12. The most critical change adopted in the Delegated Authority Report was to change most of the exhibited Marshall PSP 'Commercial/Bulky Goods' land-use designation to a combination of 'Medium/High Density Residential' and 'Conventional Residential'. A revised proposed Marshall PSP Future Urban Structure Plan (Figure 2 below), inclusive of these changes, was included in the Delegated Authority Report and formed the basis of Council's submissions to the Panel.

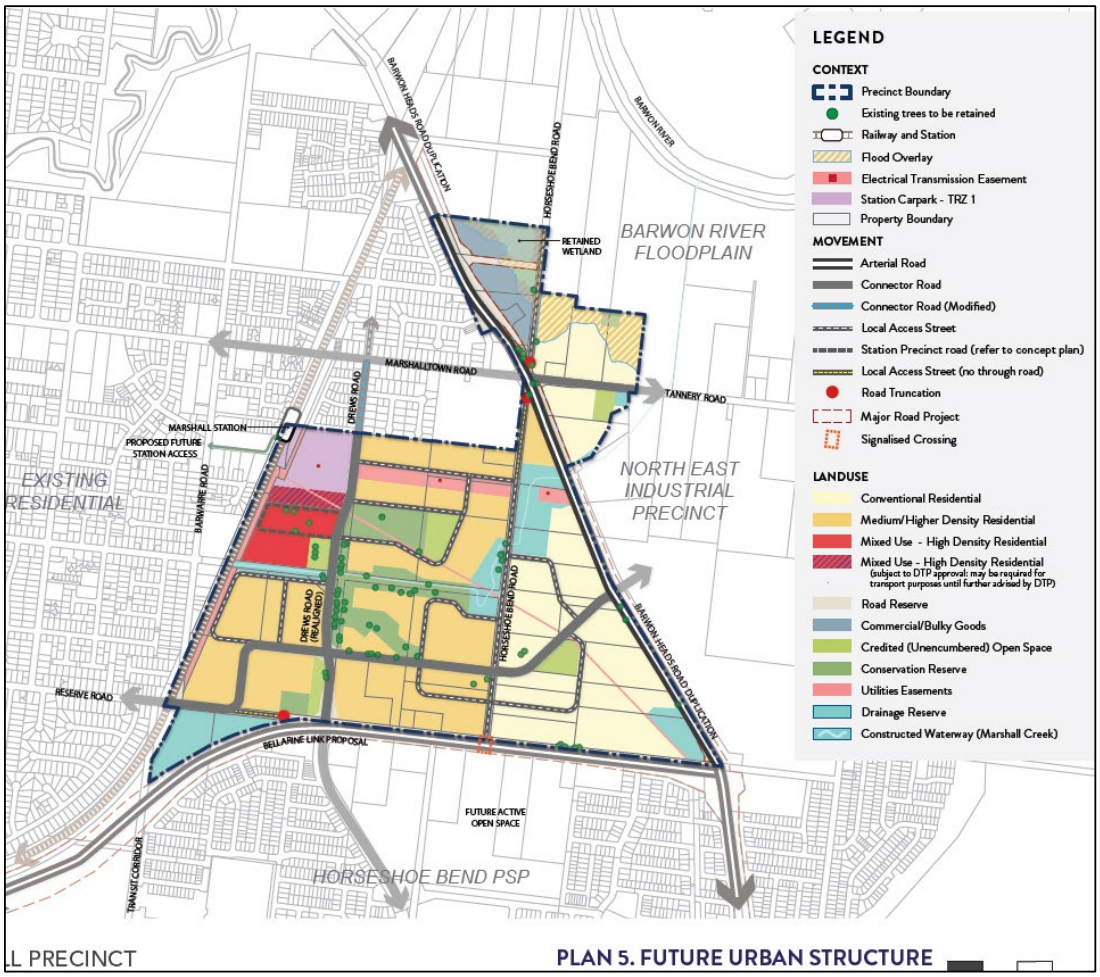


Figure 2 - Source: Amendment C278ggee Delegated Authority Report, 28 August 2024

13. A Panel was appointed by the Minister for Planning's delegate on 6 September 2024 consisting of three panel members.

Discussion – consideration of panel report

14. An 11-day Panel Hearing was held in November and December 2024 at Council's Geelong office. All parties who requested to be heard successfully participated in the hearing. Council was represented by Harwood Andrews Lawyers.

15. The Panel considered all written submissions, undertook a site visits and read a large volume of technical reports. At the Hearing, the Panel had the benefit of expert evidence in the fields of economics, traffic, drainage, town planning, ecology, environmentally sustainable development and civil engineering.

16. The Panel Report was received by Council officers dated 7 February 2025 and released to all submitters and published on the Geelong Australia website. Under Section 27(1) of the *Planning and Environment Act* the planning authority (i.e. Council) must consider the report before deciding whether or not to adopt the amendment.

17. The Panel recommended the amendment be adopted as exhibited subject to Council making the changes recommended in their report. The Panel Report includes a section on procedural issues, including consideration of three late submissions received by Council and referred to the Panel. One of these late submissions was from the owner of 137 Barwarre Road, Marshall, who objected to the proposed DDO51 being applied to their property.

18. This report recommends that the amendment be adopted in the form recommended by the Panel other than as stated in this report.

CITY RESPONSE TO PANEL REPORT

19. This section of the report summarises the issues identified in the Panel Report and provides a City response to the Panel's conclusions and recommendations.

20. The Panel Report is structured under the following headings:

    20.1 Strategic issues

    20.2 Land use

    20.3 Stormwater and drainage

    20.4 Movement network and traffic

    20.5 Infrastructure delivery, cost and staging

    20.6 Design and Development Overlay 51 – 137 Barwarre Road

    20.7 Contaminated land

    20.8 Environmentally sustainable development

    20.9 Other issues (including native vegetation and fauna, conservation reserves, affordable housing, open space and bushfire management)

    20.10 Form and content of the Amendment

21. The report refers to property numbers which correlate with the Marshall Precinct Land Budget:

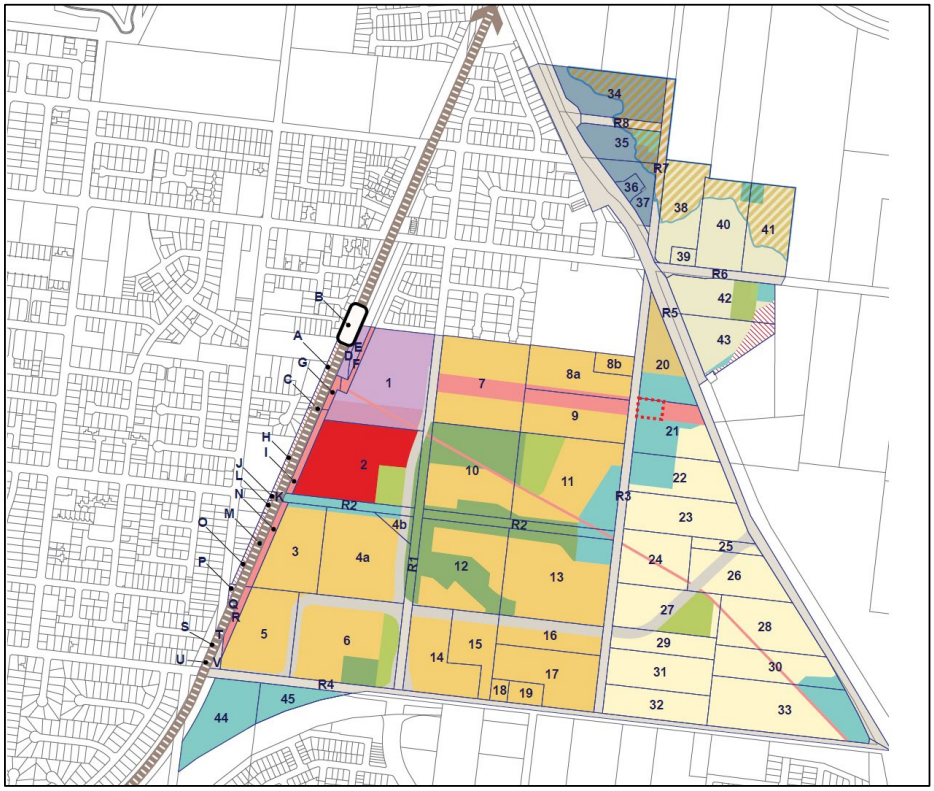


Figure 3: Adopted Marshall PSP P6.

Strategic issues

22. The Panel found the amendment to be strategically justified and provides for a fair, orderly, economic and sustainable use and development of land which will facilitate the provision of housing. The Panel noted that no submissions raised issues relating to the amendment's overall strategic merit.

23. The Panel concluded that the amendment:

    23.1 is supported by, and implements, the relevant sections of the Planning Policy Framework

    23.2 is consistent with the relevant Ministerial Directions and Practice Notes

23.3 is well founded and strategically justified

23.4 should proceed subject to addressing the more specific issues raised in submissions as discussed in the following chapters.

Council officer response:

24. Council agrees that the amendment enjoys broad strategic planning policy support.

Land use

Commercial/ Bulky Goods area designation

25. As stated earlier in this report, after considering the Re-Grow submission, Council resolved to change the land use designation of some land from Commercial/Bulky Goods to residential as follows (see also Figure 4):

25.1 Property 20 to Medium/High Density Residential (RGZ applied zone); and

25.2 Properties 38 - 43 to Conventional Residential (GRZ applied zone).

25.3 Note: Properties 34 - 37 were proposed to be retained as Commercial/Bulky Goods.



Figure 4 - Source: Council Panel Hearing Document 55

26. The Panel Report outlined submissions and evidence from the directly affected landowners and parties. Rich and Pure Pty Ltd (properties 20, 42 and 43) submitted the Commercial/Bulky Goods designation should be retained and the residential designation in the Framework Plan should be interpreted with a degree of flexibility, given its age and where there are sound planning reasons for doing so. Rich and Pure propose to develop the sites for a range of commercial uses including service station, car wash, food and drink premises, child care centre and warehouses.

27. Hublet Capital Pty Ltd (properties 38 and 39) supported the exhibited Commercial/Bulky Goods designation and either the C2Z or MUZ as the applied zone. Submitter 9 (property 41) did not object to a residential or Commercial designation. A late submission from Dreart, owner of Marshall Pine Products located at 63 Tannery Road, objected to the redesignation on adverse amenity grounds and impacts to its business. Costa/Ellis supported the exhibited Commercial/Bulky Goods designation applied to properties 35, 36 and 37, outlining land constraints and low developable area.

28. Re-Grow opposed the exhibited Commercial/Bulky Goods land use designation and described it as an ad-hoc and unplanned commercial corridor that was inconsistent with the Framework Plan and Greater Geelong Retail Strategy. It noted the designation had not been underpinned by an economic analysis and submitted that strategic and physical context factors supported a residential designation.

29. DTP discussed issues related to access from Barwon Heads Road and advised "*it is unlikely to support direct access to Barwon Heads Road from proposed commercial/bulky goods areas…*". DTP supported residential development of the area.

30. The issue for the Panel was whether the exhibited Commercial/Bulky Goods designation (and applied C2Z) should be changed to a residential designation. It noted Council's submission that determining a preferred land use for this area is a balancing act, and not one that is straightforward.

31. The Panel concluded that the Framework Plan is the overarching policy document for determining the appropriate land use designations in the Precinct, and the exhibited Commercial/Bulky Goods designation is inconsistent with the Framework Plan. The Panel assessed the proposed change in the context of policy, housing supply, walkable neighbourhoods, implications of Barwon Heads Road and NEIP interfaces, amenity and specific property characteristics and constraints.

32. The Panel recommended:

    32.1 Apply the Medium/High Density Residential designation and the Residential Growth Zone as the applied zone to property 20.

    32.2 Apply the Conventional Residential designation and the General Residential Zone as the applied zone to properties 38, 39, 40, 41, 42 and 43.

    32.3 Make the required consequential changes to the amendment documents resulting from the recommended change to land use designation.

Council officer response:

33. The City agrees with the Panel's findings consistent with its Delegated Authority Report and submissions at the Hearing. The adopted amendment at Attachment 6 includes the necessary changes.

Residential designations and densities

34. The owner of properties 3, 4a, 4b and 6 raised issues about the appropriateness of residential density targets. It submitted the exhibited density targets were inflexible and did not meet market demand for larger homes, including three bedroom separate dwellings. The owner of 91-109 Reserve Road, Marshall (property 5) sought a "High Density Residential" designation to take advantage of the proximity to the Station Precinct. This submission supported multi-unit apartments and terraced/row housing along the railway line and major road interfaces.

35. Council did not support changes to the exhibited residential density provisions and the Panel agreed. The Panel said that reducing the Medium/Higher Density Residential density targets or converting them to discretionary provisions would be inconsistent with the Framework Plan to achieve 30 dwellings per hectare within a 400 metre walkable catchment of the Station Precinct. In relation to market demand and housing diversity, the Panel noted the PSP provides flexibility in preferred housing types, including the Conventional Residential designation to land in the south-east of the Precinct, to allow for detached housing and larger lots.

36. The Panel supported the change to Requirement R13 agreed by Council and Rich and Pure to provide additional flexibility to take account of smaller, constrained lots.

Council officer response:

37. The City agrees with the Panel's findings and redrafted Requirement R13. The PSP density provisions support Council's housing targets set by the Victorian Government.

Station Precinct - Local Activity Centre - DTP land

38. The UGZ7 requires the preparation and approval of the Station Precinct UDF, which relates to Marshall PSP Section 4.2 Plan 18 *Station Concept Design Intention*, requirements and guidelines. Ample (owner of 62-84 Drews Road - property 2) requested Plan 18 be deleted, as well as redraft of Requirement R83, which relates to the retail provisions for the Local Activity Centre within the Station Precinct. Ample also proposed that the responsible authority should be able to waive the requirement for a UDF.

39. At the Hearing Council agreed with Ample on revised R83 drafting but did not agree to remove Plan 18 from the PSP or the UDF requirement.

40. The exhibited PSP and UGZ7 identify public land to the immediate south of the Station car park as Mixed Use - High Density Residential, as shown below. It is subject to the notation *"subject to DTP approval: may be required for transport purposes until further advised by DTP"*. The site is

owned by Transport for Victoria and the amendment proposed to rezone it from TRZ1 to UGZ7 and apply the Mixed Use Zone. DTP did not support the rezoning.

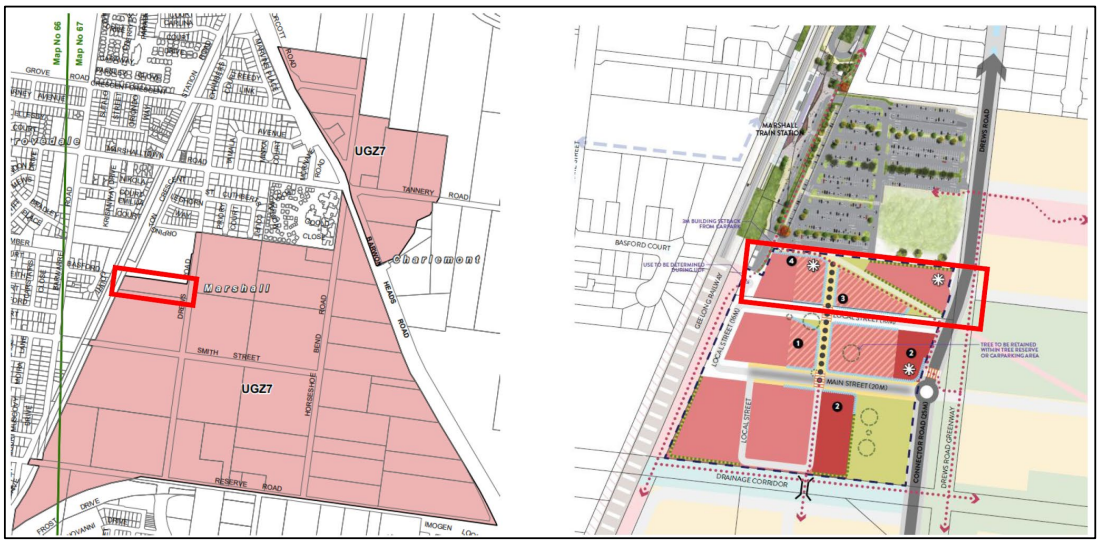


Figure 5 - Source: DTP Panel Hearing Document 52

41. Council advised the Panel that it met with DTP on 26 November 2024 to discuss the land's status and associated changes to the amendment. Council tabled a written summary of the meeting confirming it would not proceed with the rezoning at this time.

42. On all these issues the Panel concluded:

    42.1 It is appropriate that Council has discretion to determine what the Station Precinct UDF must address.

    42.2 The exhibited UGZ7 provisions relating to the Station Precinct UDF are appropriate, subject to including a map that identifies the Station Precinct.

    42.3 The Concept Design Intention is not likely to assist the Station Precinct UDF process and should be deleted from the amendment.

    42.4 The proposed changes to the Local Activity Centre provisions agreed between Council and Ample are appropriate.

    42.5 The proposed rezoning of the Marshall Station land owned by DTP to UGZ7 should not proceed as part of the amendment.

    42.6 The proposed rezoning could proceed if the land is declared surplus to transport requirements and DTP withdraws its objection to the rezoning prior to Council's adoption of the amendment.

Council officer response:

43. The City accepts all of the Panel's conclusions and recommendations.

44. Following the Hearing, DTP sent Council a letter dated 03/03/2025 saying that it had assessed Council's 40-60 Drews Road, Marshall property enquiry and determined the land is required for future transport purposes. In the letter DTP confirmed it does not support the land's inclusion for rezoning from TRZ1 to UGZ7 under Amendment C278ggee.

45. Therefore, the TRZ1 land proposed to be rezoned to UGZ7 has been discarded and no longer forms part of the amendment.

46. Removal of the DTP land has implications for the redevelopment potential of the Station mixed use precinct, and general integration and connectivity to the Train Station. Council officers suggested to DTP that reference to the land should remain in the Marshall PSP at plans 7 and 14 as follows: *'Potential expansion of the Station Mixed Use Precinct should the Head, Transport for Victoria determine the land is no longer required for TRZ1 purposes.'*

47. DTP agreed saying it recognises the land's strategic location and potential to support the Victorian Government Housing Statement, acknowledging DTP retains full control of the land regardless of any reference in the PSP.

48. The other recommendation that Council has implemented is removal of Marshall PSP Plan 18 *Station Concept Design Intention* from the adopted PSP. A simplified Plan 18 is shown instead. Identification of the Station Precinct in the UGZ7 is retained by adding a description to the map (Plan 1 Legend) corresponding with the subject land.

Property 31-39 Tannery Road

49. The property at 31-39 Tannery Road, Charlemont is outside but adjacent to the Marshall Precinct and the NEIP. It is zoned Farming Zone and subject to flood overlays that cover a significant area of the property. The owner submitted their property should be included in the Precinct.

50. Council submitted that rezoning some of the property to the UGZ7 would be premature and would require a concurrent subdivision permit to prevent the property being applied with two zones. Council concluded further investigation would be required by the landowner.

51. The Panel agreed with Council that the possible rezoning of part of this property would require further investigation and should not proceed as part of this amendment.

Council officer response:

52. Council agrees with the Panel consistent with its submissions.

Stormwater and drainage

53. The Panel introduced this section by outlining the PSP drainage objective and requirements, the relationship between the Marshall Stormwater Management Strategy, Spiire December 2022 (SWMS) and DCP, expert evidence and the purpose of EPA Publication 1739.1 – with its focus on minimising environmental risks and volume reduction from urban stormwater so far as reasonably practicable.

54. Overall, the Panel was satisfied the SWMS is appropriate and stormwater and drainage issues can be adequately addressed. The Panel found that while additional meaningful stormwater volume reduction is not feasible, impacts on environmental values of Sparrovale Wetlands Reserve – Ngubitj yoorree wetlands (the 'Wetlands' located on Council land) are acceptable.

Climate change impacts on stormwater

55. The issue considered by the Panel was whether the additional UGZ7 Integrated Water Management Plan requirement, proposed by Council and relating to drainage design and climate change, is appropriate.

56. After hearing expert evidence, the Panel concluded climate change impacts are best assessed within the context of contemporary guidance and state of knowledge. The Panel said as climate science continues to evolve this will be most effective during detailed design of the various drainage elements, particularly in the context of the 10 to 20 years development timeframe for Marshall.

57. The Panel agreed with Council and experts that climate change impacts can be adequately considered during detail design and Council's proposed change to UGZ7 is appropriate.

Council officer response:

58. Council agrees with the findings of the Panel.

Stormwater volume reduction and the Wetlands

59. The Panel considered submissions from Council, Re-Grow, Barwon Water and the Department of Energy, Environment and Climate Action, as well as drainage, ecology and engineering experts, on the following issues:

    59.1 whether the SWMS and PSP satisfy the intent of EPA Publication 1739.1

    59.2 whether additional meaningful stormwater volumetric reduction can and should be achieved

    59.3 whether impacts on environmental values of the Wetlands are acceptable.

60. Council confirmed that the primary purpose of the Wetlands is for Armstrong Creek Urban Growth Area stormwater storage and treatment to protect the Lake Connewarre Ramsar area's ecological values. Council submitted the Wetlands is anticipated to continue to operate effectively, meeting EPA Publication 1739.1 in terms of water quality and, to a lesser extent, volumetric reduction.

61. The Panel Report summarised the expert opinions, who agreed the PSP approach to stormwater management meets Planning Scheme requirements and EPA Publication 1739.1. Experts

highlighted the ability to further reduce stormwater volume is limited as the proposed offset is mains recycled water (which is used throughout Armstrong Creek).

62. The Panel found that the Wetlands make a significant and meaningful contribution to reducing stormwater volume. The Panel noted that according to the SWMS, the southeast catchment is 17 hectares, which makes a negligible contribution to the overall stormwater flow and volume experienced within the broader catchment (Barwon River catchment is in excess of 8,000 square kilometres).

63. The Panel recommended the following changes to the Marshall PSP:

    63.1 Amend Requirement R59 to replace 'Urban stormwater management guidance (2021) with 'EPA Publication 1739.1: Urban stormwater management guidelines (2021)'.

    63.2 Amend Requirement R56 to clearly refer to management of environmental impacts.

Council officer response:

64. Council accepts the Panel recommendations.

65. The issue of minimising impacts on the Wetlands' environmental values is a significant one for Council, not just in relation to flows from Marshall, but the entire Armstrong Creek Urban Growth Area. The SWMS calculates the total catchment area that is proposed to outfall to the Wetlands is 113.99 hectares, consisting of 17.10ha from the Marshall Precinct and 96.89ha from the NEIP. The SWMS discusses the function and location of the outfall and prepared a concept design (WW06) which was costed for inclusion in the Marshall DCP (DCP project number DI_DR_14).

66. Panel Report Section 2.2 provides an overview of the NEIP and Re-Grow's role in the NEIP. The Panel said the NEIP interfaces with the PSP sharing stormwater drainage assets and a proposed new signalised intersection at Barwon Heads Road/Keystone Avenue. The Panel noted that to date there has been no development in the NEIP. The Panel also noted that Re-Grow has significant undeveloped landholdings in the NEIP and has partnered with Council to deliver a 'refresh' of the NEIP PSP and DCP.

67. Because of this interconnectedness Council has closely collaborated with Re-Grow to resolve outstanding shared drainage and road intersection infrastructure planning, which are discussed in following sections of this report.

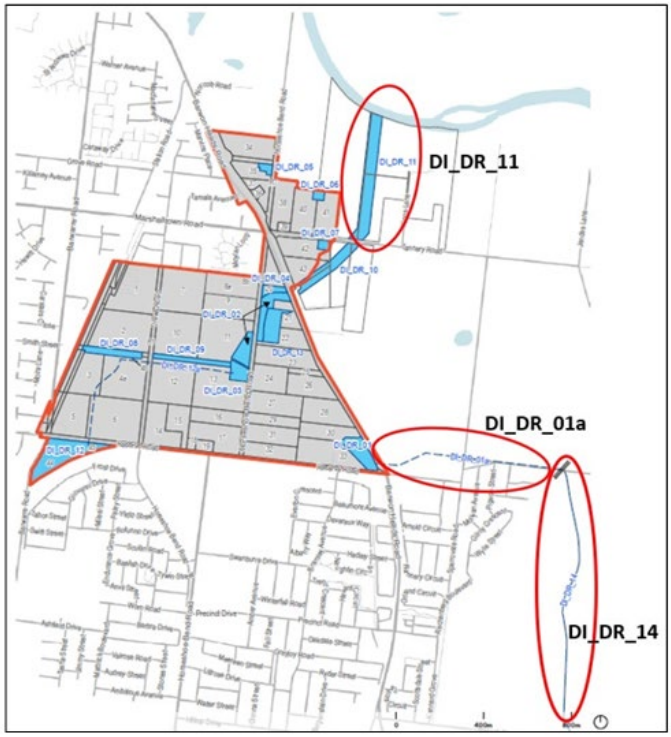
<u>Drainage projects DI-DR-11 and DI-DR-14</u>

68. The issue for the Panel is whether Marshall DCP drainage projects DI_DR_11 and DI_DR_14 have been appropriately costed.

69. The Panel Report provided a summary of the evidence and submissions as follows (p.67):

> *During the Hearing, parties and experts agreed the constructed waterway DI_DR_14 was appropriately designed, scoped, and costed with an apportionment of 15 per cent to the PSP and 85 per cent to the NEIP PSP based on the catchment areas being serviced.*
>
> *The Panel accepts the basis for apportionment and the issue before the Panel focuses on cost.*
>
> *In its original and addendum submissions Re-Grow raised concerns with the costs and apportionment of DI_DR_14, including the potential need for additional infrastructure as part of the Sparrovale outfall that may not be included in the SWMS. During the Hearing, Re-Grow advised that DI_DR_14 was uncontroversial and resolved.*
>
> *Mr Swan* [Council drainage expert] *identified there does not appear to be any need for additional drainage infrastructure for the Sparrovale outfall to meet the pollutant reduction targets of the EPA Publication 1739.1, as the upstream retarding basin achieves these targets before discharging to the Wetlands.*
>
> *Mr Watters* [Re-grow engineering expert] *advised that costs for DI_DR_14 should include flora and fauna and Cultural Heritage Management Plan studies (approximately $200,000). Further, the apportionment for project DI_DR_14 appeared fair, however it should be reviewed once the NEIP Refresh has been finalised.*

Figure 11 Drainage Projects



Source: C278ggee Panel Report

70. Council submitted that this shared asset is appropriately sized and designed for both precincts (Marshall and NEIP) though noted: *'If through a change of circumstances or as a product of the detailed drainage strategy design in the NEIP a different approach is identified then that is a matter to be considered at that time, including any implications in respect of fairness and equity that may arise from that process.'*

71. Council also suggested the Panel make a recommendation to extend allowance for flora and fauna assessments and assessment under the Aboriginal Heritage Act 2006 to DI_DR_11.

72. The Panel agreed with Council and Mr Watters, concluding that the costings for DI_DR_11 and DI_DR_14 should include an allowance for flora, fauna, and cultural heritage assessments.

73. The Panel recommended that before finalising the Marshall DCP:

    73.1 Review costings for the DI_DR_11 and DI_DR_14 to ensure they include allowances for the required flora and fauna, and cultural heritage assessments

    73.2 Make relevant consequential changes, if needed, when the costs of DI_DR_11 and DI_DR_14 are finalised.

Council officer response:

74. The Panel recommendations are accepted.

75. Council reviewed DI_DR_11 and DI_DR_14 costings and no allowance was made for flora and fauna, and cultural heritage assessments. Consistent with the advice of Mr Watters, $200,000 has been added as a line item cost for each DCP asset.

76. Regarding any relevant consequential changes to DI_DR_14, and in the context of safeguarding the Wetlands environmental values referred to at paragraphs 65-67, Council and Re-Grow continued to review the asset design and function after the Hearing. This work has led to a 'Refined Concept' design plan generally in accordance with the exhibited WW06/ DI_DR_14.

77. The Refined Concept is properly scoped, designed and costed in accordance with Council and CCMA requirements. The proposed new DI_DR_14 construction cost is $2,341,345 compared to the exhibited cost of $2,429,555.

78. The Refined Concept is accepted by Council and supersedes the exhibited Marshall DCP SWMS concept design and cost for DI_DR_14.

79. The Refined Concept and cost are set out in the Spiire Memo 18 June 2025 (including Appendices A-E), which is the DI_DR_14 source document referenced in the Marshall DCP. There is no change to the DCP net developable area (the asset sits outside the Precinct) and the cost is less than the exhibited DCP cost. Cost apportionment has not changed. Therefore, there is no material detriment to any Marshall PSP landowner or submitter to the amendment and further notice is not required.

80. Council appreciates the collaborative role of Re-Grow. The Refined Concept will provide a stormwater outfall for the southern catchments of the combined Marshall PSP/NEIP areas and importantly, capture and further reduce the volume of stormwater to the Wetlands and deliver a range of environmental and other benefits.

Other drainage matters

81. The Panel considered submissions and drainage and engineering evidence on the following:

    81.1 Marshall Creek channel (DI_DR_10)/ Sediment and retarding basin (DI_DR_07);

    81.2 Location of drainage infrastructure;

    81.3 Property 20;

    81.4 Tannery Road culverts;

    81.5 Marlee Drive reservation (DI_DR_01a); and

    81.6 Barwon Water issues.

82. The Panel generally supported Council and expert recommendations. The Panel said the alignment of Marshall Creek can be reviewed as part of the NEIP refresh and supported the SWMS layout, but suggested improvement to the PSP Requirement flexibility for minor shifting of drainage infrastructure during detailed design – such as for Property 20. The Panel agreed that the Tannery Road culverts should be upgraded and was satisfied that Marlee Drive has sufficient space for a new drainage pipe and that the pipe cost should not be externally apportioned.

83. On Barwon Water issues, the Panel was satisfied that the sewer realignment will be fully explored and resolved during detail design and the key information is highlighted on the preliminary design documentation and PSP associated with DI_DR_01/ DI_DR_01a. The Panel said it was confident that preliminary designs for these assets in the SWMS include sufficient information.

84. The Panel recommended:

    84.1 Amend Requirement R58 to provide for consideration of relocating drainage asset DI_DR_07 at the planning permit application stage, as shown in Appendix E.

    84.2 Amend Requirement R56 to state “The storm water management system must be designed generally in accordance with Plan 12 Integrated Water Management…”, as shown in Appendix E.

    84.3 Review and, if necessary, amend costings for drainage project DI_DR_10 to include allowance for the Tannery Road culvert upgrades.

Council officer response:

85. Council accepts the findings and recommendations of the Panel.

86. Regarding the Tannery Road culverts, review of the costing sheet for DI_DR_10 showed that an allowance was not made for upgrades. The expert witness statement from Mr Watters estimated the cost to be $250,000 and further review by Council engineers determined additional costs for road reinstatement and upgrade of a Barwon Water mains pipe.

87. The final Tannery Road culvert upgrade cost of $424, 950.50 (ex GST) has been added to DCP Project Item DI_DR_10. Given this item is 29.25% apportioned to the NEIP, Re-Grow were consulted and agreed to the cost increase.

Movement network and traffic

88. The Panel considered submissions from Council and DTP (Transport), as well as traffic evidence for Re-Grow and Rich and Pure Pty Ltd.

Traffic impact assessment

89. A key issue explored during the Hearing was whether the exhibited Marshall Traffic Impact Assessment (TIA) was fit for purpose or needed to be updated. DTP submitted it was unable to

assess the Precinct's impacts on the Principal Road Network as the TIA used 2015 traffic conditions which are not representative of current network conditions and do not reflect future traffic volumes.

90. Council submitted it was satisfied the PSP internal road network will accommodate traffic flows that are generally low and well within the capacity of the proposed road network. Council acknowledged there had been ongoing discussions with DTP to resolve the interface issues with the external road network and did not believe the TIA needed to be updated.

91. The Panel concluded that all of the key intersections surrounding the Precinct will be, or have been, designed to accommodate future traffic conditions. The Panel agreed with Council that there is little merit in updating the existing TIA at this stage.

Keystone/ East-West connector - intersection DI-IT-02

92. The other key traffic issue related to the layout, cost and apportionment of DI_IT_02 (the Keystone/East-West connector road intersection with Barwon Heads Road, between the Marshall Precinct and the NEIP). This issue was largely resolved during the Hearing. The Panel concluded that on the basis that Council and Re-Grow have agreed further work is required, and the work can be undertaken in a timely manner, the Panel supported the modelling investigations to resolve this being undertaken before the amendment is finalised.

93. The Panel recommended:

93.1 Before finalising the Development Contributions Plan:

(a) Complete further work to determine the DI_IT_02 intersection configuration, cost and apportionment.

(b) Make any consequential changes when the details of DI_IT_02 are finalised.

93.2 Marshall PSP: make consequential changes, including to Table 1 Summary Land Use Budget and Table 10 Property Specific land Budget, when the details of DI_IT_02 are finalised.

Other traffic and transport issues

94. The Panel agreed with Council that the local access street north of Tannery Road is no longer required as a consequence of the land designation change from commercial to residential. The Panel noted this change satisfies the objection of Submitter 8 (owner of properties 38 and 39). The Panel was satisfied that network safety and amenity issues in this area can be resolved during the planning permit process, with appropriate access management strategies resolved through the requirement for a masterplan in UGZ7.

95. The Panel recommended Marshall PSP Plan 5 Future Urban Structure and Plan 10 Road Network and Public Transport be amended to remove the Local Access Street from properties 38 and 40.

96. The Panel discussed the Marshalltown Road/Drews Road intersection and the Reserve Road/ Drews Road/realigned Horseshoe Bend Road intersections, as well as public and active transport matters, and concluded no changes to the amendment were required.

Council officer response:

97. Council accepts the conclusions and recommendations of the Panel.

98. After the Hearing, Council worked closely with DTP and Re-Grow to finalise DCP Project Item DI_IT_02 Barwon Heads Road intersection. This has resulted in a final and accepted intersection layout, cost and apportionment as set out in the Stantec Memo 17 June 2025 (for layout and apportionment) and the SMEC Worksheet 17/06/2025 (for costings).

99. The new DI_IT_02 intersection construction cost apportioned at 50% to the Marshall Precinct is $5,356,364, which is greater than the exhibited cost of $2,918,895. The balance 50% cost is apportioned to the NEIP. The land-take required for the ultimate intersection configuration has marginally increased in the Marshall Precinct and accounted for in PSP tables 1 and 10.

Infrastructure delivery, cost and staging

Public Acquisition Overlay (PAO)

100. The exhibited amendment did not propose application of the PAO. Several submitters, including the Urban Development Institute of Australia, Victoria, suggested the PAO be applied for drainage infrastructure to ensure land can be compulsorily acquired if necessary. Submitters raised issues

of land fragmentation and were concerned Council's approach would not ensure timely land acquisition.

101. Ample (Submitter 19) planning expert said that without the PAO there was risk the development would stall or there would be significant delays. He considered the cost difference between the DCP and PAO approach would be minor.

102. Council did not agree submitting:

> *The amendment does not include application of PAOs to any private land, as Council prefers to wait for the Marshall DCP to be implemented and allow the private development sector time to initiate infrastructure delivery. Council will monitor development progress and may consider PAOs as part of any broader priority asset acquisition program if necessary – as it did in Amendment C410ggee.*

103. Council submitted that application of the PAO at this stage of the process was not cost effective, not fair and cannot be delivered. Importantly, Council also said the Panel cannot, in the context of the *Planning and Environment Act* and at this stage of the process, adopt a change to the amendment that includes introducing the PAO.

104. The issue before the Panel was whether the PAO should be applied to land required for drainage infrastructure. The Panel said it understands the desire of some submitters to have greater clarity about timeframes and process, and the benefit of transparency that would come with application of the overlay. However, the Panel accepted Council's advice that the exhibited amendment balances certainty, costs and timeliness, and will provide a satisfactory outcome.

105. While the Panel made no comment on the legal interpretation of provisions in the *Act*, it noted that the authorised amendment did not contemplate the PAO and consequently no notice was provided to potentially affected parties.

106. The Panel concluded:

106.1 It is not necessary to apply the PAO to deliver drainage infrastructure.

106.2 It is not appropriate to apply the PAO at this stage of the process.

Council officer response:

107. The City agrees with the Panel's conclusions.

<u>DCP Rate</u>

108. The Panel considered whether the DCP rate is adequately justified having received submissions raising concerns that development contributions levy was too high and may impact development viability. Submitters said the DCP rate was considerably higher than contemporary PSPs in similar contexts and the NDA (residential) was low. Submitter 9 raised concerns about the land valuation associated with drainage infrastructure project DI_LA_7 proposed for properties 40 and 41.

109. Council did not agree noting most submissions raising concerns about the DCP rate failed to articulate which infrastructure items are not required or do not meet the tests of 'need and nexus'. Nor do any of these submissions put forward alternative design and costings to support a reduction in the cost of any individual DCP item.

110. In its discussion the Panel agreed with Council, saying ultimately need and nexus, combined with site specific conditions, determine costs. The Panel was satisfied that Council's approach is consistent with guidance on preparing development contributions plans and infrastructure costing. The Panel also concluded that before the amendment is finalised the Valuations Report should be updated to reflect the Panel's recommendations regarding land use designations for properties 20 and 38-43.

111. The Panel recommended that before finalising the DCP, using Council's Day 1 version (Document 37b) as a base:

111.1 Update the Valuation Report – *Marshall Precinct Structure Plan Development Contributions Plan – Land valuations*, CBRE, June 2023.

111.2 Make consequential changes resulting from updating the *Valuation Report Marshall Precinct Structure Plan Development Contributions Plan – Land valuations*, CBRE, June 2023 and other Panel recommendations.

Council officer response:

112. Council accepts the Panel's recommendations. The CBRE Land Valuation Report has been updated to a new June 2025 version and consequential changes made to the DCP. In finalising the Development Infrastructure Levy, Council indexed all DCP project amounts and land valuations to 2024-25 financial year prices to ensure proper and efficient administration of the Marshall DCP. Changes are summarised in Attachment 5.

113. Indexation and land valuation would occur regardless following gazettal of the amendment in order to meet reporting requirements. Similarly, the Community Infrastructure Levy has risen to $1,450 consistent with Section 46L of the *Planning and Environment Act*.

Staging

114. Several submitters raised concerns with the proposed development staging shown in PSP Plan 17 Staging Plan and associated requirements and guidelines. Submitters were concerned this required development to occur in a sequential fashion, shown as stages A to K, and sought greater flexibility to prevent development delays.

115. Council submitted PSP Plan 17 is sourced from the SWMS, and while the catchments are identified alphabetically it was not intended these be delivered sequentially. Council agreed with submitters that Plan 17 should be renamed from Development Staging to Development Catchments, or similar. The Panel agreed.

116. The Panel recommended that the Marshall Structure Plan:

116.1 Rename Plan 17 from 'Development Staging' to 'Development Catchment' Plan and make other consequential changes.

116.2 Amend Table 9 'Precinct Infrastructure Plan' and Requirement R113 to remove references to timing and staging, as shown in Appendix E.

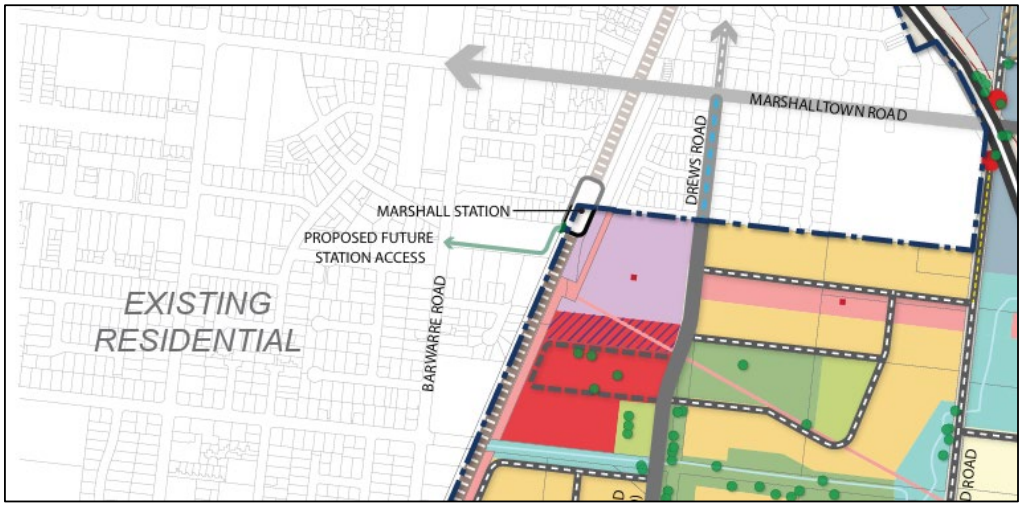
Council officer response:

117. Council accepts the Panel's recommendations.

Design and Development Overlay Schedule 51 - 137 Barwarre Road

118. The land at 137 Barwarre Road, Marshall is located outside the Marshall Precinct, west of the railway line. The opportunity to provide a pedestrian link is due to the redevelopment of Marshall Railway Station which includes a new north-bound platform and overpass.

119. The exhibited amendment showed an arrow located on 137 Barwarre Road that said *'Proposed future station access'* in several Marshall PSP plans (Plan 5 extract below) and the mechanism to deliver the land required for the access would be a Design and Development Overlay Schedule 51 (DDO51), to be triggered when a permit application for development was lodged.



120. DTP supported the link and advised that preliminary investigations had confirmed it can be provided to the west of the new station infrastructure through 137 Barwarre Road. It supported the use of the DDO51 to provide the land and accepted that development/construction costs would be borne by Council and DTP, although the details of this were yet to be agreed.

121. The landowner appeared at the Hearing and objected to the link.

122. The Panel acknowledged there would be merit in providing a link. The Panel noted the Station can only be directly accessed from the east and a more direct link from Barwarre Road would benefit residential and commercial development in Grovedale. However, the Panel had concerns about applying the DDO51 when the design, preferred location, funding and ownership of the link are yet to be determined.

123. The Panel highlighted further work required before a decision can be made, including:

    123.1 establishing relevant design and construction requirements

    123.2 selecting the preferred site/location

    123.3 establishing any relevant implementation and ownership responsibilities

    123.4 consulting with affected landowners

    123.5 assessing planning scheme or other options for acquiring the land.

124. The Panel recommended to delete DDO51 and delete all Marshall PSP references, except for project RL04 which should be retained but edited to remove the requirement for the link to be provided on land at 137 Barwarre Road.

Council officer response:

125. The City agrees with the Panel's conclusions and recommendations. DDO51 is deleted from the amendment and inclusion in the Marshall PSP will only be retained in Table 9 Project RL04, without specific reference to 137 Barwarre Road.

126. Notably, the Panel agrees with Council that provision of a direct pedestrian link between Marshall Station and Barwarre Road would be a positive initiative. This means further work would be required by the City and DTP if it is decided that a link should be pursued.

Contaminated land

127. The exhibited amendment proposed to apply the EAO to three properties and the UGZ7 included requirements relating to a planning permit for identified medium risk properties. The amendment was informed by the *Preliminary Environmental Assessment Update*, WSP September 2023 and written advice from the EPA that the proposed planning controls satisfied environmental audit system requirements.

128. The Panel Report outlined EPA's exhibition submission, which supported Council's approach, and the EPA's addendum submission through the panel process. EPA's addendum submission represented a new approach and said: "if the risks identified can't be resolved, the appropriate planning tool would be the application of the EAO to land with a medium potential for contamination".

129. In light of the new EPA advice the issue for the Panel was whether the planning tools proposed to manage potentially contaminated land are appropriate.

130. In its discussion the Panel appreciated the difficulty for Council with the EPA's advice evolving throughout the amendment process. However, the Panel said it is important to apply current guidance and make proper use of the Victorian Planning Provisions. The Panel found that while Ministerial Direction No. 1 provides for the potential to apply the EAO or another 'appropriate measure', there is lack of guidance on how this should be applied. Based on the information before it, the Panel considered the use of an alternative measure had not been adequately justified, particularly in the context where the EPA recommended the EAO as the preferred tool.

131. The Panel concluded:

    131.1 The amendment does not make proper use of the Victorian Planning Provisions to manage potentially contaminated land.

    131.2 The EAO should be applied to all potentially contaminated land, including land identified as high and medium risk of contamination.

132. The Panel recommended that the EAO be applied to all land identified as potentially contaminated and make associated changes to the UGZ7.

Council officer response:

133. Council accepts the Panel's recommendations.

134. The adopted amendment includes an updated EAO Map applying to 28 properties in the Marshall Precinct. The 28 properties consist of two parcels that were exhibited with the EAO (noting DTP

owned 40-60 Drews Road was also exhibited with the EAO but that land is no longer being rezoned) and 26 parcels described in the exhibited UGZ7 Table 2.

135. A reconciliation table is provided at the end of this Attachment 2 report confirming the new 26 properties applied with the EAO.

136. Council agrees with the Panel that there is a lack of guidance as to how 'other appropriate measures' can and should be applied. If they are not already doing so, the EPA and DTP should review and change Ministerial Direction 1 and PPN30 to provide clarification.

137. In arriving at its finding, the Panel said it was satisfied the land identified as potentially contaminated formed part of the exhibited material (either through the EAO or listed in Table 2 to the UGZ7) and that this is not in dispute. The Panel believed affected parties had had the opportunity to review and comment on this designation through the exhibition process and submissions on this matter were received.

138. The Panel did not provide any further commentary as to whether or not further notice was appropriate prior to applying the EAO. There are provisions contained in Clause 45.03 that cannot be replicated in UGZ7, including a requirement to undertake an assessment of potentially contaminated land for use or development that would otherwise not require a planning permit and therefore not trigger further assessment.

139. Council has decided to accept the Panel recommendations and by extension, the EPA advice. At the same time Council is not proposing to undertake further targeted notice to the owners and occupiers of the affected properties. The *Planning and Environment Act* does not provide for further statutory notice at this stage of the planning scheme amendment process.

140. Should the amendment be adopted, Council will submit the adopted amendment to the Minister for Planning. The Minister can then consider whether notice of the EAO change should be given under Section 33(1)(a) of the *Planning and Environment Act*, and, if the Minister decides further notice is required, direct Council to give that notice.

Environmentally sustainable development

141. The amendment included several provisions relating to environmentally sustainable development (ESD). Some submitters raised concerns about whether the provisions were justified and appropriate.

142. The Panel found that while there is strong strategic support for ESD provisions, no specific studies were prepared to inform the specific provisions. The Panel said there is no line of sight between the proposed ESD provisions and the background analysis underpinning the amendment. The Panel concluded that the work has not been done to confirm the proposed ESD provisions are appropriate in the context of the Marshall PSP.

143. The Panel recommended:

143.1 PSP: amend in accordance with the Panel's recommendations in Appendix E:

(a) make Requirements R17 & R96 guidelines and amend the wording to be discretionary

(b) delete Requirement R18

(c) amend Guideline G49

(d) make any other related consequential changes.

143.2 UGZ7: delete ESD and Zero Carbon Neighbourhood provisions as shown in Appendix D.

Council officer response:

144. Council accepts the Panel recommendations.

Other issues

Native Vegetation Precinct Plan

145. Council's consultant prepared the Marshall Native Vegetation Precinct Plan, October 2022 (NVPP), which supports the PSP and was exhibited with the amendment.

146. DEECA and DTP recommended the NVPP be updated to:

146.1 use more recent aerial imagery

146.2 remove reference to native vegetation that has been lawfully removed, for example relating to the Barwon Heads Road upgrade

146.3 consistently depict the Precinct boundary

146.4 not show 'native vegetation to be retained' where the PAO3 applies for Bellarine Link *"as it will likely need to be removed to meet design requirements and reduce likelihood of needing additional land beyond existing PAO".*

147. The Panel said that as an incorporated document, the NVPP forms part of the Planning Scheme and it is important it is accurate and reflects the current situation. As some native vegetation conditions have changed since preparation of the NVPP, it should be updated to reflect this. This should include updated aerial photography and removing references to native vegetation that has been lawfully removed.

148. The Panel agreed with DEECA's recommendation that the Marshall precinct boundary should also be reviewed to resolve any inconsistencies with the PSP. The Panel agreed with Council that *'native vegetation to be removed'* should be retained in the PAO3 area.

149. The Panel recommended:

149.1 NVPP: Update to reflect existing conditions, specifically in relation to the area affected by the Barwon Heads Road duplication.

149.2 PSP: Update to include any consequential changes resulting from the review of the Marshall Native Vegetation Precinct Plan, as shown in Appendix E.

149.3 Amend Clause 52.16 (Native vegetation precinct plan) to include the version and date of the updated Native Vegetation Precinct Plan.

Council officer response:

150. The City agrees with the Panel recommendations other than to change the southern location of the NVPP boundary to align with the PSP boundary. Marshall properties #44 & #45 and the southern half of Reserve Road were deliberately omitted from the Marshall NVPP as this land is covered by the Horseshoe Bend NVPP. Allowing two NVPPs to apply to the same land is confusing, particularly during implementation. Regarding this southern interface, Council has added a note on Maps 1 and 2 to direct anyone working on a development where the interface becomes relevant to the Horseshoe Bend NVPP.

151. Following the Hearing, the City reengaged Ecology & Heritage Partners Pty Ltd to update the NVPP and the new version is titled: *Marshall Precinct Structure Plan, May 2025*.

Native vegetation, biodiversity and conservation reserves

152. The owner of 113-129 Reserve Road (Property 6) said conservation reserve CR05 was excessive and sought consideration of its removal or reducing its size to 0.293 hectares. The owner of 67-87 Drews Road (Property 10), questioned designation of conservation reserve on areas of the land without native vegetation or significant trees. Submitter 21 questioned the road realignment of Drews Road designed to conserve native vegetation in the existing road reserve.

153. Council did not support the objecting submissions. In relation to property 10, Council submitted the land supports the best intact patch of woodland native vegetation in the Precinct, which is also subject to Environmental Significance Overlay Schedule 1.

154. DEECA supported the requirements in the PSP relating to conservation reserves, including the application of buffer areas. It recommended a definition for conservation reserve be included in the PSP glossary.

155. Council supported the submission (landowner submission #11) raises concerns about potential impact on significant birds and potentially Growling Grass Frog habitat within the farm dam on 31-39 Tannery Road, Charlemont. Council said it would amend the PSP to *"to ensure the dam is not cut off from the relocated channel WW05 to the Barwon River, so as to prevent decline in habitat availability for GGF [Growling Grass Frog] and Lathams Snipe"*.

156. On the above issues the Panel concluded:

156.1 The extent of conservation reserves and the realignment of Drews Road to avoid native vegetation values are well considered and warranted.

156.2 A definition of conservation reserve should be included in the glossary of the PSP, as agreed by Council and DEECA.

156.3 Requirements relating to habitat protection for Growling Grass Frog and Latham's Snipe are acceptable.

Council officer response:

157. The City agrees with the Panel. PSP Requirement R64 and Plan 12 have been edited to refer to the farm dam located on 31-39 Tannery Road, Charlemont. A definition of 'Conservation Reserve' has been added to the PSP glossary.

Victorian Grassland Earless Dragon (VGED)

158. The VGED is listed as Critically Endangered under the *EPBC Act* and Critically Endangered under the *Flora and Fauna Guarantee Act 1988*. Council engaged Ecolink Consulting to undertake a habitat assessment for the VGED which was completed in April 2024 and exhibited with the amendment. The assessment found that the Precinct is unlikely to provide VGED habitat due to the lack of suitable habitat features.

159. In June 2024 DEECA issued and updated its habitat model for the VGED, which removed the Marshall PSP area. At the Hearing, DEECA submitted the VGED Habitat Assessment be included as a technical report in PSP Section 6.2.

160. The Panel recommended:

160.1 Marshall PSP: Amend Section 6.2 Background Studies to list the *Victorian Grassland Earless Dragon, Habitat Assessment*, Ecolink Consulting, April 2024 as a technical report.

Council officer response:

161. The Panel recommendation is accepted.

Affordable and social housing

162. Several submitters, including the UDIA, were concerned the affordable housing provisions would unnecessarily increase development cost. The issue before the Panel was whether the affordable and social housing requirements and guidelines in the Marshall PSP are appropriate.

163. Council submitted amended wording of Guideline G7 is required to clarify exactly what the 'Primary Obligation' is, as well as adding reference to 'affordable' housing, not just social housing.

164. The Panel noted it is State policy to deliver more affordable housing closer to jobs, transport and services. The Panel found there is an identified need for affordable and social housing, and a commitment by Council to increasing supply. The Panel said the PSP provides an opportunity to facilitate affordable and social housing in an infill residential neighbourhood that is centrally located and well serviced.

165. The Panel recommended:

165.1 Marshall PSP: Amend Guideline G7 to refer to affordable housing, including social housing.

Council officer response:

166. The Panel recommendation is accepted.

Open space and Bushfire

167. Submitter 21 raised issues with the size and location of local park LP03, seeking relocation to improve distribution of open space. Council disagreed stating it was purposely located to complement conservation reserve CR05 and shared user path 05. The Panel agreed with Council.

168. The Panel also agreed with Council on the proposed location of the new park (LP05) on property 42 as a result of the redesignation for residential use. The Panel noted there are inconsistencies on the plans in the PSP and all should be reviewed and if necessary, updated to appropriately show the location of the local park on property 42, including on Plan 8 to show the location and walkable catchment.

169. The CFA submitted it was generally supportive of the proposed bushfire protection measures and was satisfied the amendment would satisfy bushfire policy at Clause 13.02-1S. Submitter 21 sought amended drafting of PSP Requirement R78 to provide greater flexibility and clarity for the setback from woodlands. Council agreed. Council's final-day PSP included other drafting changes which the Panel supported.

170. The Panel recommended:

170.1 Marshall PSP: Amend Plan 8 *Open Space and Biodiversity* to show the location and walkable catchment for the proposed local park on property 42

Council officer response:

171. The Panel recommendation is accepted.

Form and content of the Amendment

Marshall Precinct Structure Plan

172. The Panel addressed specific PSP drafting issues as follows:

172.1 Fencing (Guideline G4): no change is required.

172.2 Commercial and Station Precinct (Requirement R87): R87 should require that development be designed to '*minimise negative impacts on the amenity of nearby residential areas'*.

172.3 Development constraints (Requirements R8, R30 and R40): accepted Council's final day drafting.

172.4 Road frontage (Requirement R9): accepted Council's final day drafting.

172.5 Property specific land budget: Table 10 should be updated to be consistent with the DCP following completion of further work recommended by the Panel.

Council officer response:

173. Council agrees with the findings of the Panel.

Clause 66.04

174. The drafting of this Schedule was raised by Council's planning expert who noted the approach may result in unnecessary referrals. This is because the flood extent shown on Plan 4 of the Marshall PSP is existing and will be progressively reduced during development of the Precinct.

175. The Panel said the exhibited schedule to Clause 66.04 relies on a plan in the PSP that will become outdated and may become redundant. However, the Panel concluded the Schedule is acceptable on the basis it understands:

175.1 Plan 4 accurately represents the existing situation;

175.2 CCMA is happy to receive referrals as specified; and

175.3 the schedule currently includes similar provisions.

Council officer response:

176. The Panel's understandings are accurate. The City has formal arrangements with the CCMA and other internal processes to ensure unnecessary referrals are avoided.

Contaminated Land Reconciliation Table

Exhibited UGZ7 Table 2 - Address	Exhibited UGZ7 Table 2 - Legal Description	LUB Property Number	WSP Report Attachment B - Legal Description	WSP Report Attachment B - Risk Rating	Current address	Adopted C278ggee - EAO applied
422-430 Barwon Heads Road, Charlemont 3217	Pt CA 20 Sec 1	22	8416 / 1|TP943622	Medium potential for contamination – storage of inert waste	No change	YES
432-442 Barwon Heads Road, Charlemont 3217	Pt CA 20 Sec 1	23	8417 / 2\TP943622	Medium potential for contamination – storage of inert waste. Demolition work – poor management leading to ACM being spread into surface soil. Adjacent to property undertaking car wrecking operations	No change	YES
444 Barwon Heads Road, Charlemont 3217	Pt CA 20 Sec 1	25	8454 / 4\TP943622	Medium potential for contamination – some inert waste evident. Adjacent to property undertaking car wrecking operations	No change	YES
450-454 Barwon Heads Road, Charlemont 3217	Pt CA 20 Sec 1	26	8107 / 5\TP943622	Medium potential for contamination – some inert waste evident. Adjacent to property undertaking car wrecking operations	No change	YES
470-480 Barwon Heads Road, Charlemont 3217	Lot 12 PS 849540	30	8109 / 12\PS849540	Medium potential for contamination – possible storage and use of fuel, lubricants, chemicals, and storage of inert waste.	No change	YES
35 Drews Road, Marshall 3216	Lot A PS 528440	7	79436 / A\PS528440	Medium potential for contamination Commercial/industrial operations (fuel, solvents and other chemicals)	No change	YES
40-60 Drews Road, Marshall 3216	Lot 2 PS 631720	1	116228 / 2\PS631720	Medium potential for contamination – Construction site office and laydown yard - possible minor storage and use of fuel, solvents, and imported fill.	No change	NO (DTP land no longer being rezoned)
62-84 Drews Road, Marshall 3216	Lot 3 PS 631720	2	34635 / 3\PS631720	Medium potential for contamination – use of imported fill	No change	YES
22-30 Horseshoe Bend Road, Marshall 3216	Lot 2 LP 86080	9	79155 / 2\LP86080	Medium potential for contamination – Numerous stockpiles have been noted. Storage of inert waste.	59-67 Duve Street, Marshall 3216	YES
61-69 Horseshoe Bend Road, Marshall 3216	Pt CA 20 Sec 1	24	8418 / 3\TP943622	Medium potential for contamination – storage of inert waste. car wrecker operations (fuel and chemicals and motor vehicles (fuel, motor oil, coolant, solvent)	30-40 Duve Street, Marshall 3216	YES
62-80 Horseshoe Bend Road, Marshall 3216	CA 13 Sec 2	13	8460 / 13~2\PP2421	Medium potential for contamination – nursery (use of chemicals including pesticides, herbicides, fungicides).	19-37 Duve Street, Marshall 3216	YES
71-79 Horseshoe Bend Road, Marshall 3216	Lot 1 TP 19665	27	8419 / 1\TP19665	Medium potential for contamination – minor storage of inert waste. Adjacent to property undertaking car wrecking operations	20-28 Duve Street, Marshall 3216	YES
81-89 Horseshoe Bend Road, Marshall 3216	Pt CA 30 Sec 1 (NOTE: incorrect land desription exhibited, correct land description is Lot 1 TP 945957)	29	8420 / 1\TP945957	Medium potential for contamination – possible storage and use of fuel, lubricants, chemicals, and storage of imported fill and inert waste.	16-18 Duve Street, Marshall 3216	YES

Exhibited UGZ7 Table 2 - Address	Exhibited UGZ7 Table 2 - Legal Description	LUB Property Number	WSP Report Attachment B - Legal Description	WSP Report Attachment B - Risk Rating	Current address	Adopted C278ggee - EAO applied
82-90 Horseshoe Bend Road, Marshall 3216	Lot 1 TP 6652	16	8459 / 1\TP6652	Medium potential for contamination – possible minor storage and use of fuel, lubricants, chemicals, and storage of inert waste.	13-17 Duve Street, Marshall 3216	YES
181-203 Horseshoe Bend Road, Marshall 3216 (Note: incorrect address, correct address is 181-203 Reserve Road, Marshall 3216)	Pt CA 30 Sec 1	32	8075 / 1\TP958865	Medium potential for contamination – Possible minor storage and use of fuel, spray paint, lubricants, solvents.	181-203 Reserve Road, Marshall 3216	YES
86-100 Reserve Road, Marshall 3216	Lot A PS 838517	44	A\PS838517	Medium potential for contamination – Possible use of pesticides, herbicides, fungicides and other chemicals associated with agricultural operations.	No change	YES
91-109 Reserve Road, Marshall 3216	Lot 1 TP 84691	5	7225 / 1\TP84691	Medium potential for contamination – Possible storage of fuel, oil, solvents, lubricants. Numerous stockpiles noted.	No change	YES
157-159 Reserve Road, Marshall 3216	Pt CA 20 Sec 2	18	8600 / 1\TP967383	Medium potential for contamination – storage and use of imported frill and storage of inert waste.	No change	YES
161-167 Reserve Road, Marshall 3216	Lot 1 TP 947680	19	8599 / 1\TP947680	Medium potential for contamination – evidence of small stockpiles of soil and inert waste	No change	YES
321-329 Barwon Heads Road, Charlemont 3217	Lot 2 PS 849540	34	85421 / 2\PS849540	Medium potential for contamination – storage and use of imported fill, storage of inert waste. Demolition work – potential for poor waste management during demolition works leading to inert waste being spread into surface soil.	No change	YES
331-343 Barwon Heads Road, Charlemont 3217	Lot 3 PS 849540	35	85565 / 3\PS849540	Medium potential for contamination – Potential storage and use of imported fill, fuel, oil and solvents associated with site office / lay down area.	No change	YES
345 Barwon Heads Road, Charlemont 3217	Lot 1 PS 849519	37	85564 1\PS849519	Medium potential for contamination – Adjacent service station (355 Barwon Heads)	No change	YES
391-399 Barwon Heads Road, Charlemont 3217	Lot 8 PS 849540	43	85566 / 8\PS849540	Medium potential for contamination – storage/use of imported fill and storage of inert waste. Soil supplier.	No change	YES
1-5 Tannery Road, Charlemont 3217	Lot 5 PS 849540	38	23418 / 5\PS849540	Medium potential for contamination – ancillary storage and use fuel, oil, solvents associated with chainsaw blade sharping and / or possible saw milling operations. Storage of imported fill and inert waste. Adjacent to service station.	No change	YES
7-9 Tannery Road, Charlemont 3217	Lot 1 TP 8333	39	15004 / 1\TP8333	Medium potential for contamination – storage and use of imported fill, storage of inert waste.	No change	YES
11-19 Tannery Road, Charlemont 3217	Lot 1 TP 958789 and Lot 1 TP958845	40	86212 / 1\TP958789	Medium potential for contamination – storage of inert waste.	No change	YES
21-29 Tannery Road, Charlemont 3217	Lot TP 958789	41	86211 / 2\TP958789	Medium potential for contamination – storage of imported fill and inert waste.	No change	YES
8 Tannery Road, Charlemont 3217	Lot 7 PS 849540	42	79152 / 7\PS849540	Low potential for contamination	No change	NO

❖ Marshall Precinct Preliminary Environmental Assessment Update, WSP, 13 September 2023

Executive summary

The Armstrong Creek Urban Growth Area is "*is the largest contiguous growth area in Victoria, consisting of 2,500 hectares of developable land, and is one of the largest growth fronts in the country*".[1] The Marshall Precinct, in the northern end of the Armstrong Creek Urban Growth Area, will be a residential and commercial neighbourhood, providing for more than 1,555 dwellings for 3,000 – 5,000 residents.

The Marshall Precinct Structure Plan (PSP) is the last precinct structure plan to be prepared for the Armstrong Creek Urban Growth Area. The Marshall Development Contributions Plan (DCP) has been prepared in conjunction with the PSP to establish a framework for funding Precinct infrastructure.

Greater Geelong Planning Scheme Amendment C278ggee (the Amendment) seeks to facilitate residential and commercial development in accordance with the PSP. The City of Greater Geelong (Council) is the Proponent for the Amendment.

The Amendment applies to the:

- Marshall Precinct, comprising approximately 123 hectares of fragmented rural living land adjacent to the Marshall Railway Station
- property at 137 Barwarre Road, Marshall, located west of the railway line.

The Amendment proposes to amend the Greater Geelong Planning Scheme (Planning Scheme) to:

- apply new Urban Growth Zone Schedule 7 (UGZ7) to land in the Precinct currently zoned Urban Growth Zone, and the land at 40-60 Drews Road, Marshall currently zoned Transport Zone 1 (TRZ1)
- apply new Development Contributions Plan Overlay Schedule 10 (DCPO10) to all land in the Precinct
- apply the Environmental Audit Overlay (EAO) to potentially contaminated land
- apply new Design and Development Overlay Schedule 51 (DDO51) to 137 Barwarre Road, Marshall
- introduce the PSP, DCP and Marshall Native Vegetation Precinct Plan as incorporated documents
- make associated changes to Planning Scheme maps and other provisions.

It also seeks to introduce planning controls to safeguard future pedestrian and cycling access from Barwarre Road, Marshall to the Marshall Railway Station.

In response to the exhibition of the Amendment, 31 submissions were received, including three late submissions. Submissions from authorities generally supported the Amendment with some suggesting changes or further work.

Key issues raised in submissions included:

- land use designations, in particular the Commercial/Bulky Goods area
- residential designations and densities
- stormwater and drainage
- movement network and traffic

[1] Marshall Precinct Structure Plan, page 11

- infrastructure delivery, cost and staging, including proposed application of the Public Acquisition Overlay
- application of the DDO51 to secure future access through 137 Barwarre Road to the Marshall Railway Station
- contaminated land
- environmentally sustainable development
- drafting and plans.

The Panel considers the Amendment is well founded and strategically justified. The development and implementation of the PSP is consistent with the objectives of planning in Victoria. The PSP has been developed with consideration of the broader strategic planning objectives for the City of Greater Geelong and specifically the Armstrong Creek Urban Growth Area. The Panel is satisfied the Amendment will facilitate development which:

- provides for the fair, orderly, economic and sustainable use and development of land, and facilitates the provision of housing
- secures pleasant, efficient and safe environments for all Victorians
- enables the orderly provision and co-ordination of public utilities and community facilities.

The Panel concludes the Amendment should proceed subject to addressing the specific issues raised in submissions, as discussed in this Report.

The following summarises the Panel's findings on key issues.

Land use

A key issue before the Panel was whether the exhibited Commercial/Bulky Goods designation (and applied C2Z) should be changed to a residential designation.

In response to the submission of Re-Grow Geelong Pty Ltd (Re-Grow) to the exhibited Amendment, Council resolved to change the land use designation of some land from Commercial/Bulky Goods to residential as follows:

- property 20 to Medium/High Density Residential (Residential Growth Zone applied zone)
- properties 38 - 43 to Conventional Residential (General Residential Zone applied zone).

Properties 34 - 37 were proposed to be retained as Commercial/Bulky Goods.

The Panel concludes the Armstrong Creek Urban Growth Area Framework Plan (Framework Plan) is the overarching policy document for determining the appropriate land use designations in the Precinct, and the exhibited Commercial/Bulky Goods designation is inconsistent with the Framework Plan. The Panel assessed the proposed change in the context of policy, housing supply, walkable neighbourhoods, implications of Barwon Heads Road and North East Industrial Precinct interfaces, amenity and specific property characteristics and constraints.

The Panel concludes:

- property 20 is suitable for residential development and should have the Medium/High Density Residential designation with Residential Growth Zone as the applied zone
- properties 38 - 43 are suitable for residential development and should have the Conventional Residential designation with General Residential Zone as the applied zone

- properties 34 - 37 have design and locational constraints that warrant a departure from the Framework Plan and the exhibited Commercial/Bulky Goods designation should be retained with Commercial Zone 2 as the applied zone.

Regarding the proposed Station Precinct Urban Design Framework (Station Precinct UDF), it is appropriate that Council has discretion to determine what the Station Precinct UDF must address. The exhibited UGZ7 provisions relating to the Station Precinct UDF are appropriate, subject to including a map that identifies the Station Precinct. The PSP provides comprehensive guidance material for preparing and assessing the Station Precinct UDF, apart from the Concept Design Intention. The Concept Design Intention is not likely to assist the Station Precinct UDF process and should be deleted from the Amendment.

Regarding other land use matters, the Panel concludes the:

- other residential designations and density provisions in the exhibited PSP and UGZ7 are appropriate
- proposed changes to the Local Activity Centre provisions agreed between Council and Ample are appropriate
- proposed rezoning of the Marshall Station land owned by Department of Transport and Planning (DTP) to UGZ7 should not proceed as part of the Amendment.

Stormwater and drainage

The Panel is satisfied the Marshall Stormwater Management Strategy is appropriate and stormwater and drainage issues can be adequately addressed. The strategy satisfies the intent of *EPA Publication 1739.1 Urban stormwater management guidelines* (June 2021) and the Planning Scheme, so far as reasonably practicable. While additional meaningful stormwater volume reduction is not feasible, impacts on environmental values of 'Sparrovale Wetlands Reserve – Ngubitj yoorree' wetlands are acceptable.

The Panel concludes:

- climate change implications can be addressed during detailed design of drainage infrastructure
- the location of Marshall Creek, south of Tannery Road can be reviewed as part of the North East Industrial Precinct Refresh
- costings should be reviewed for three drainage assets.

Movement network and traffic

A key issue explored during the Hearing was whether the Marshall Traffic Impact Assessment was fit for purpose or needed to be updated. On the basis the Panel understands all of the key intersections surrounding the Precinct will be, or have been designed to accommodate future traffic conditions, the Panel agrees with Council there is little merit in updating the existing Transport Impact Assessment at this stage.

The other key traffic issue related to the layout, cost and apportionment of DI_IT_02 (the Keystone/East-West connector road between the Marshall Precinct and North East Industrial Precinct). The issue was largely resolved during the Hearing. On the basis that Council and Re-Grow have agreed that further work is required, and the work can be undertaken in a timely manner, the Panel supports the modelling investigations to resolve this being undertaken before the Amendment is finalised.

The Panel concludes the DI_IT_02 layout, cost and apportionment should be resolved by the strategic transport modelling work being prepared for Re-Grow in consultation with Council, DTP and other key stakeholders.

Infrastructure delivery, cost and staging

Some submitters sought application of the Public Acquisition Overlay to deliver drainage infrastructure. The Panel supports Council's usual practice, and considers it:

- acceptable to not apply the Public Acquisition Overlay
- not appropriate to apply the Public Acquisition Overlay at this stage of the process.

A key issue related to whether the DCP rate was adequately justified. Several submitters were concerned the development contributions levy was too high and may impact development viability. The Panel notes that ultimately need, nexus and site specific conditions determine costs. While the proposed DCP rate is high, the Committee is satisfied that Council's approach is consistent with guidance on preparing development contributions plans and infrastructure costing.

The Panel concludes the:

- DCP rate is adequately justified, subject to amendments resulting from the Panel's recommendations
- *Valuation Report – Marshall Precinct Structure Plan Development Contributions Plan – Land valuations*, CBRE, June 2023 should be updated to reflect the proposed change to land use designation
- DCP should be updated following finalisation of infrastructure costs as recommended in this Report.

There was some confusion about development staging. The Panel is satisfied the PSP was not intended to be prescriptive about development timing or staging, and has recommended changes accordingly.

137 Barwarre Road/Design and Development Overlay 51

The issues are whether future access through 137 Barwarre Road to the Marshall Station is needed, and whether DDO51 is a suitable mechanism to secure the land for the link.

While the Panel agrees with Council and DTP that there would be merit in providing a pedestrian/cycling link between Barwarre Road and the Marshall Station, it shares concerns raised in submissions and evidence about the fairness and transparency of the process for requiring land to be vested in Council in the exhibited DDO51.

The Panel concludes:

- providing a direct pedestrian/cycling link between the Marshall Station and Barwarre Road would be a positive initiative
- there has been insufficient analysis of various design, siting, funding and ownership issues to confirm how and where the link might be provided.
- DDO51 (or a version of it) should not be adopted as part of the Amendment given the need for further investigations to be undertaken.

Contaminated land

The exhibited Amendment proposes to apply the EAO to several sites in the PSP. The UGZ7 includes requirements relating to a planning permit for identified "*medium risk properties*".

The issue before the Panel was whether the planning tools proposed to manage potentially contaminated land are appropriate. The Panel considers it important to properly manage potentially contaminated land to ensure risks are appropriately managed for the benefit of human health and the environment. To achieve this the right planning controls must be in place.

The Panel concludes:

- the Amendment does not make proper use of the Victoria Planning Provisions to manage potentially contaminated land
- the EAO should be applied to all potentially contaminated land.

Environmentally sustainable development

The Amendment includes several provisions relating to environmentally sustainable development (ESD). Some submitters raised concerns about whether the provisions were justified and appropriate.

The Panel finds that while there is strong strategic support for ESD provisions, no specific studies were prepared to inform the specific provisions. There is no line of sight between the proposed ESD provisions and the background analysis underpinning the Amendment. The work has not been done to confirm the proposed ESD provisions are appropriate in the context of the PSP.

Considering the provisions on a case by case basis, the Panel concludes some provisions should be deleted and others made discretionary or amended.

Other issues

Regarding other issues the Panel concludes:

- the Marshall Native Vegetation Precinct Plan should be updated to reflect existing conditions and an accurate Precinct boundary
- the extent of conservation reserves is appropriate, a definition of conservation reserve should be included in the glossary of the PSP, amendments should be made to ensure habitat protection for the Growling Grass Frog and Latham's Snipe is acceptable
- the Victorian Grassland Earless Dragon has been adequately considered
- subject to its recommendation to amend the PSP to refer to affordable housing, including social housing, the affordable and social housing provisions are appropriate
- subject to its recommendation, open space provision is acceptable
- Council's proposed changes to bushfire provisions are acceptable.

The Panel makes a number of drafting recommendations, including to review and edit all Amendment documents for consistency and clarity before finalising the Amendment.

Recommendations

Based on the reasons set out in this Report, the Panel recommends that Greater Geelong Planning Scheme Amendment C278ggee be adopted as exhibited subject to the following:

1. **Apply the Medium/High Density Residential designation and the Residential Growth Zone as the applied zone to property 20.**
2. **Apply the Conventional Residential designation and the General Residential Zone as the applied zone to properties 38, 39, 30, 41, 42 and 43.**

3. **Retain the land owned by Transport for Victoria (south of the Marshall Station car park) in the Transport Zone 1, and make any consequential changes to the Marshall Precinct Structure Plan and Marshall Development Contributions Plan.**
4. **Amend the Marshall Precinct Structure Plan in accordance with Council's Final Day version (Document 105) and make the changes shown in Appendix E and any other consequential changes resulting from the Panel's recommendations.**
5. **Before finalising the Marshall Development Contributions Plan, using Council's Day 1 version (Document 37b) as a base, complete the following further work and make any consequential changes resulting from this further work and other Panel's recommendations:**
    a) **Review the costings for DI_DR_11 and DI_DR_14 to ensure they include allowances for the required flora and fauna, and cultural heritage assessments.**
    b) **Determine the DI_IT_02 intersection configuration, cost and apportionment.**
    c) **Update the *Valuation Report – Marshall Precinct Structure Plan Development Contributions Plan – Land valuations*, CBRE, June 2023.**
6. **Update the Marshall Native Vegetation Precinct Plan to reflect existing conditions, specifically in relation to the area affected by the Barwon Heads Road duplication.**
7. **Amend the Urban Growth Zone Schedule 7, as shown in Appendix D, and:**
    a) **Include a plan that identifies the Station Precinct and the area to which the Station Precinct Urban Design Framework provisions apply.**
    b) **Delete all references to Plan 18 Station Concept Design Intention.**
8. **Amend Clause 52.16 (Native vegetation precinct plan) to include the version and date of the updated Native Vegetation Precinct Plan.**
9. **Delete Design and Development Overlay Schedule 51.**
10. **Apply the Environmental Audit Overlay to all land identified as potentially contaminated.**
11. **Make any other consequential changes to Amendment the documentation resulting from the Panel's recommendations.**

Attachment 4 – Table of C278ggee Panel Report Exec Summary Recommendations

No.	Panel Recommendation Greater Geelong Planning Scheme Amendment C278ggee	Council Officer Response
1	Apply the Medium/High Density Residential designation and the Residential Growth Zone as the applied zone to property 20.	Accept
2	Apply the Conventional Residential designation and the General Residential Zone as the applied zone to properties 38, 39, 30, 41, 42 and 43.	Accept
3	Retain the land owned by Transport for Victoria (south of the Marshall Station car park) in the Transport Zone 1 and make any consequential changes to the Marshall Precinct Structure Plan and Marshall Development Contributions Plan.	Accept
4	Amend the Marshall Precinct Structure Plan in accordance with Council's Final Day version (Document 105) and make the changes shown in Appendix E and any other consequential changes resulting from the Panel's recommendations.	Accept
5	Before finalising the Marshall Development Contributions Plan, using Council's Day 1 version (Document 37b) as a base, complete the following further work and make any consequential changes resulting from this further work and other Panel's recommendations: a) Review the costings for DI_DR_11 and DI_DR_14 to ensure they include allowances for the required flora and fauna, and cultural heritage assessments. b) Determine the DI_IT_02 intersection configuration, cost and apportionment. c) Update the *Valuation Report – Marshall Precinct Structure Plan Development Contributions Plan – Land valuations*, CBRE, June 2023.	Accept a) DI_DR_11 costs of $200k added DI_DR_14 costs of $200k added plus refinement of concept design and cost as per Spiire memo. b) DI_IT_02 intersection configuration, cost and apportionment as per Stantec and SMEC memos. c) Land valuation report updated by CBRE and consequential changes to DCP land project costs. <u>Notes:</u> 1. DI_DR_10 Tannery Road culvert upgrade costs added. 2. consequential NDA changes resulting from addition of 0.5 ha park on Property 42 3. consequential NDA changes resulting from removal of southern portion of Property No. 1 from NDA. 4. Consequential map changes 5. In finalising the Development Infrastructure Levy, Council has indexed all DCP project amounts to 2024-25 financial year prices to ensure proper and efficient administration of the Marshall DCP. Similarly, the Community Infrastructure Levy has risen to $1,450

No.	Panel Recommendation Greater Geelong Planning Scheme Amendment C278ggee	Council Officer Response
		consistent with Section 46L of the *Planning and Environment Act*.
6	Update the Marshall Native Vegetation Precinct Plan to reflect existing conditions, specifically in relation to the area affected by the Barwon Heads Road duplication.	Accept. Other than to amend the NVPP southern boundary to align with the PSP boundary. Reason: Properties #44 & #45 and the southern half of Reserve Road were deliberately omitted from the Marshall NVPP as this land is covered by the Horseshoe Bend NVPP. Allowing two NVPPs to apply to the same land becomes confusing during implementation. Regarding this southern interface, Council has added a note on maps 1 and 2 to direct anyone working on a development where the interface becomes relevant to the Horseshoe Bend NVPP.
7	Amend the Urban Growth Zone Schedule 7, as shown in Appendix D, and: a) Include a plan that identifies the Station Precinct and the area to which the Station Precinct Urban Design Framework provisions apply. b) Delete all references to Plan 18 Station Concept Design Intention.	Accept
8	Amend Clause 52.16 (Native vegetation precinct plan) to include the version and date of the updated Native Vegetation Precinct Plan.	Accept
9	Delete Design and Development Overlay Schedule 51.	Accept
10	Apply the Environmental Audit Overlay to all land identified as potentially contaminated.	Accept Refer to Attachment 2 'Contaminated Land' section for discussion and Council's final position, and Attachment 6 Adopted C278ggee Amendment.
11	Make any other consequential changes to the Amendment documentation resulting from the Panel's recommendations.	Accept – as outlined in the report

Attachment 5
Marshall PSP changes: Amendment C278ggee Panel Report recommendations and Council Officer response

Provision	Final panel hearing day version and/or changes proposed by Council	Panel's position or recommendation	Council officer response
All plans	Nil	Review all plans for consistency with Panel recommended changes.	Accept. All PSP plans and maps including cross-sections updated as required. 1.0 Introduction section also updated as required.
T1 Summary Land Use Budget	Update with final land take for intersection DI_IT_02 finalised.	Agreed	Accept And corresponding changes to the ordinance section at 2.4 *Summary Land Use Budget*. Further changes as follows: • Remove Property no. 1 NDA of 0.946 ha and add under 'Transport Hub' column • Provide for 0.5ha park on Property 42. Corresponding changes to Appendix 4.1 T10. Property Specific Land Budget.
T2 Residential Development Yield	Nil	Nil	Required changes because of: • Changes to NDA • Changes to applied zones
Plan 5 Future Urban Structure and Plan 10 Road Network and Public Transport	Nil	Amend to remove the Local Access Street from properties 34-37	Accept
Requirement R8	All subdivisions and development abutting arterial roads and the Railway line, are required to provide an internal local road and lot fronting the Bellarine Link, Barwon Heads Road and the Geelong to Warrnambool Railway Line, unless the development site is practically constrained by its dimensions and an alternative design will achieve passive surveillance of the public realm	Agreed	Accept

Provision	Final panel hearing day version and/or changes proposed by Council	Panel's position or recommendation	Council officer response
	without compromising the amenity of future building occupants.		
Requirement R9	Lots and dwellings, where practical, must front (in order of priority where a lot fronts multiple elements): 1. Controlled arterial roads 2. Geelong to Warrnambool Railway line and Marshall Train Station 3. Conservation areas 4. Public open space 5. Waterways and drainage reserves 6. Connector roads 7. Local access streets 8. Electricity and sewer easements The siding of lots to waterways, open space, conservation areas and primary street frontages must be avoided where possible	Agreed	Accept
Guideline G4	With respect to fencing: • Side fencing to public places should be at least 25% permeable and should not exceed 1.5 metres in height; and, • Lots should not be designed with back fences facing roads, the rail line, open space, conservation areas, waterways and drainage, electricity and water easements	Agreed	Accept
Table 3 Location by Preferred Housing Typology	Delete 'Larger lots to be provided abutting arterial roads' in relation to Medium/Higher Density Residential and Conventional Residential.	Agreed	Accept
Requirement R17	Prior to the certification of a plan of subdivision for the first stage of residential subdivision, Residential ESD Design Guidelines must be prepared and submitted to the satisfaction of the Responsible Authority. The Residential ESD Design Guidelines must be applied as a restriction on the relevant plan of subdivision.	Redraft and include as a new guideline as follows: Prior to the certification of a plan of subdivision for the first stage of residential subdivision, Residential ESD Design Guidelines should be prepared and submitted to the satisfaction of the Responsible Authority. The Residential ESD Design Guidelines should be applied as a restriction on the relevant plan of subdivision.	Accept. R17 deleted and new Guideline added. An addition to the panel's redraft to improve clarity for permit applicants is: *'Preparation of the Guidelines should consider any relevant policies and strategies developed by the City of Greater Geelong and the Victorian Government.'*

Provision	Final panel hearing day version and/or changes proposed by Council	Panel's position or recommendation	Council officer response
Requirement R18	Rephrase wording in accordance with Closing Submission and discussion on 'gas bottles': All new residential buildings to be constructed to support all-electric operation of fixed appliances (i.e. heating, cooling, cooking).	Delete R18	Accept
Guideline G7	Nil	Amend to replace "*social housing*" with "*affordable housing, including social housing"*	Accept
Plan 8 Open Space and Biodiversity	Nil	Panel Report p. 121: Amend Plan 8 Open Space and Biodiversity to show the location and walkable catchment for the proposed local park on property 42, as shown in Appendix E.	Accept. Add Tannery Road local park (LP05)
Table 4 Open Space Delivery Guide	Nil	Panel Report p.121: Amend Plan 8 Open Space and Biodiversity to show the location and walkable catchment for the proposed local park on property 42, as shown in Appendix E.	Accept. Add new Local Park 05 (LP05) fronting Tannery Road consistent with Panel Report *Chapter 10.5 Open space* recommendation
Requirement R25	Nil	Panel Report p.121: Amend Plan 8 Open Space and Biodiversity to show the location and walkable catchment for the proposed local park on property 42, as shown in Appendix E.	Accept. Add reference to 'LP05'
Requirement R40	With respect to Barwon Heads Road, development must: • Respond to and integrate with the road design in accordance with the cross sections shown in Section 4.3 (Cross Section M), except where the lot is spatially constrained, including the provision of an on-road cycle path and suitable pedestrian and cycling connection points into the precinct.	Agreed	Accept Minor redraft as follows: With respect to Barwon Heads Road, development must: • Respond to and integrate with the road design in accordance with the cross sections shown in Section 4.3 Cross Section M (except where the lot is spatially constrained), including the provision of an on-road cycle path and suitable pedestrian and cycling connection points into the precinct.

Provision	Final panel hearing day version and/or changes proposed by Council	Panel's position or recommendation	Council officer response
Requirement R45	Vehicle access to lots fronting arterial roads must be provided from a local service frontage road in accordance with the appropriate cross section in Section 4.3 unless the development site is practically constrained and an alternative access arrangement is appropriate.	Agreed	Accept
Requirement R45A	If vehicle access/ egress is permitted from the arterial road network, development design must prevent vehicles from continuing through to the internal road network.	Agreed	Accept
Requirement R56	The storm water management system must be designed in accordance with Plan 12 Integrated Water Management and the *Marshall Stormwater Management Strategy, December 2022*, to meet the following: • … • Provision of appropriate infrastructure between the precinct, Barwon River and Sparrovale-Nubitj yoorree Wetlands, to ensure changes to flow and quality conditions, including erosion risk, flood damage, loss of environmental habitat, access and legal rights to assets, and ensuring all associated permits are managed and mitigated.	Amend as follows: The storm water management system must be designed generally in accordance with Plan 12 Integrated Water Management and the *Marshall Stormwater Management Strategy, December 2022*, to meet the following… • … Redraft final bullet point to read (as per Panel Report page 66 suggestion): • Provision of appropriate infrastructure between the precinct, Barwon River and Sparrovale-Nubitj yoorree Wetlands, to ensure changes to flow and quality conditions, including erosion risk, flood damage, environmental habitat and values, access and legal rights to assets, are appropriately managed and mitigated.	Accept
Requirement R58	The final layout and design of stormwater infrastructure including but not limited to; constructed waterways, wetlands, retarding basins, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be designed to the satisfaction of the Responsible Authority and include appropriate measures to mitigate the risk of erosion. Consideration of locating stormwater projects DR07/SBRB03 adjacent to Marshall Creek may be undertaken at the permit application stage having regard to the North East Industrial Precinct stormwater strategy and the consent of any affected owners.	Agreed	Accept

Provision	Final panel hearing day version and/or changes proposed by Council	Panel's position or recommendation	Council officer response
Requirement R59	Nil	Amend as follows: Stormwater runoff from the development must meet or exceed the performance objectives of the *Best Practice Environmental Management Guidelines for Urban Stormwater Management* (1999) and the *EPA Publication 1739.1: Urban stormwater management guidelines* ~~*Urban stormwater management guidance*~~ (2021) prior to …	Accept
R64 and P12.	Panel report p.113: Council suggested amending the PSP to ensure the farm dam's hydrology is not impacted by WW05. While details of this were not explored at the Hearing, the Panel agrees the PSP should be reviewed	Panel report p.115: Review and, if necessary, make amendments to ensure WW05 is appropriately located and designed to maintain hydrological conditions for habitat protection, as shown in Appendix E.	Accept. Addition to R64 as follows: *Ensure WW05 is located and designed to maintain hydrological conditions for habitat protection of the farm dam on 31-39 Tannery Road.* Added farm dam image to P12.
Requirement R78	Where a lot capable of accommodating a dwelling is adjacent to a ~~bushfire hazard~~ Bushfire Threat area identified on Plan 13 Bushfire Classifications, a suitable road or other low-threat design mechanism must be provided between the ~~hazard~~ Bushfire Threat area and the lot on which the dwelling may be developed, to the satisfaction of the Responsible Authority.	Agreed	Accept
Requirement R79	Residential subdivision adjacent to the ~~bushfire hazard~~ Bushfire Threat areas shown on Plan 13 Bushfire Classifications must provide safe egress routes away from the ~~fire hazard~~ Bushfire Threat area to the satisfaction of the Responsible Authority and the CFA.	Agreed	Accept
Requirement R83	Redraft per Document 61, as follows: A Local Activity Centre is provided, which must: • Be located within the Station Precinct as illustrated in P14. Employment, Retail and Community Facilities. • Respond to Section 4.2 Station Precinct Urban Design Framework Requirements and Guidelines.	Agreed	Accept

Provision	Final panel hearing day version and/or changes proposed by Council	Panel's position or recommendation	Council officer response
	• Permit a maximum as of right of 2,750 square metres of retail floorspace, including a maximum of 2,000 square metres of supermarket and a maximum of 750 square metres for other retail uses (excluding Supermarket). • An application that proposes to exceed the floor space maximum of either 2,000 square metres for Supermarket or 750 square metres for other retail uses (excluding Supermarket) must: ○ Be supported by a Retail Economic Impact Assessment (unless otherwise agreed by Council), which must include consideration of: ▪ how the additional retail floorspace fits into the Geelong Retail Centre Hierarchy as detailed in the Planning Scheme; ▪ whether there exists a need for retail to meet existing and foreseeable demand levels over a 15 year period; ▪ any likely impact of the proposed floor space on existing, planned or approved retail facilities; ▪ how the additional floorspace contributes to the provision of retail facilities to the catchment population, including the potential for retaining spending that would otherwise escape to other centres; and ▪ whether the centre will improve access to services by reducing travel times for residents. ○ Ensure that the provision of additional retail floor space will not prejudice the delivery of the minimum dwelling density requirements within the Station Precinct. • Support non-retail uses (excluding residential) that will not prejudice the delivery of the minimum dwelling density requirements within the Station Precinct.		

Provision	Final panel hearing day version and/or changes proposed by Council	Panel's position or recommendation	Council officer response
	• Support ground level retail co-location with high density residential development in Main Street structure that provides for activated street frontages, prioritises pedestrian connections, facilitates diverse architecture and provides on-street parking in discrete locations. • Demonstrate the relationship and connectivity of the Centre with co-located and surrounding land uses, including the train station and open space. • Not permit electronic gaming machines. • Provide all car parking and loading facilities to all commercial building[s] at the rear so as to present an attractive address to the street. • Ensure all goods and material, storage areas and refuse areas are not visible from public areas, including open space and street sightlines. To the satisfaction of the Responsible Authority.		
Requirement R84	A Commercial/Bulky Goods Area is provided east of Barwon Heads Road that supports development which must: • Provide vehicle access arrangements consistent with the approved master plan specific provision in UGZ7 • Comply with the Planning Scheme requirements for the existing Floodway Overlay. • Require all buildings to be located at the front of any site to present an attractive address to Barwon Heads Road. • Require most car parking and all loading and storage facilities to be located at the rear of any buildings to present an attractive address to Barwon Heads Road. • Require a minimum landscaped area of five metres to provide an attractive and integrated interface with Barwon Heads Road. to the satisfaction of the Responsible Authority.	Agreed, insofar as it should only apply to properties 34-37.	Accept

Provision	Final panel hearing day version and/or changes proposed by Council	Panel's position or recommendation	Council officer response
Requirement R85	Delete	Agreed	Accept
Requirement R87	The location of land uses, building design, and interface treatment in the commercial and Station Precinct areas shown on Plan 5 Future Urban Structure, must ensure there are no negative impacts on the amenity of nearby residential areas.	Amend as follows: The location of land uses, building design, and interface treatment in the commercial and Station Precinct areas shown on Plan 5 Future Urban Structure, must ~~ensure there are no negative impacts~~ minimise negative impacts on the amenity of nearby residential areas.	Accept
Requirement R89	Redraft per Document 61, as follows: The local ~~convenience~~ activity centre within the Station Precinct must: • Provide for a range of tenancies suitable for a mix of local ~~convenience~~ retail, health, community and other services to meet local needs. • …	Agreed	Accept
T8. Anticipated Employment Creation in the Precinct	Nil	Nil	Revise 'estimate jobs' as a result of NDA and land use designation changes
Requirement R96	An application to use or subdivide land or construct a building or carry out works must be accompanied by a Zero Carbon Operational Energy Plan which addresses the following, to the satisfaction of the Responsible Authority: • How the precincts layout, infrastructure and / or buildings are designed to deliver an all-electric precinct; • Infrastructure and mechanisms (such as solar panels, embedded networks, PPAs etc) proposed to ensure development within the precinct is zero carbon in operation; and • Infrastructure proposed to manage and monitor energy loads (e.g. load management systems, community batteries etc).	Redraft and include as a new guideline as follows: An application to use or subdivide land or construct a building or carry out works should be accompanied by a Zero Carbon Operational Energy Plan which addresses the following, to the satisfaction of the Responsible Authority: • How the precincts layout, infrastructure and / or buildings are designed to deliver an all-electric precinct; • Infrastructure and mechanisms (such as solar panels, embedded networks, PPAs etc) proposed to ensure development within the precinct is zero carbon in operation; and • Infrastructure proposed to manage and monitor energy loads (e.g. load management systems, community batteries etc).	Accept R96 deleted and new Guideline added

Provision	Final panel hearing day version and/or changes proposed by Council	Panel's position or recommendation	Council officer response
Guideline G49	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.	Amend as follows: 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~~ in any Residential ESD Design Guidelines.	Accept
P15. Utility Service	Nil	Nil	'Draft Only' plan updated following advice from Barwon Water post panel hearing.
Table 9 Precinct Infrastructure Plan	Column heading - Delivery Timing/Provision Trigger/Staging	Column heading - Delivery ~~Timing/~~Provision Trigger~~/Staging~~	Accept
Table 9 Precinct Infrastructure Plan	Nil	Panel Report p. Delete references to the proposed Marshall Station access from Barwarre Road, from plans and text, except for project RL04 which should be retained but edited to remove the reference to 137 Barwarre Road, Marshall, as shown Appendix E.	Accept, noting edited version is not shown in Appendix E. RL04 Project Description redrafted as follows: Private land required for pedestrian access to north-bound station platform and overpass. Land located outside Marshall PSP. Delivery Provision redrafted as follows: Upon subdivision and/or development of the subject land or by some other method
Table 9 Precinct Infrastructure Plan	Nil	Panel Report p.121: Amend Plan 8 Open Space and Biodiversity to show the location and walkable catchment for the proposed local park on property 42.	This recommendation also applies to T9 – accept. Add new Local Park 05 (LP05)

Provision	Final panel hearing day version and/or changes proposed by Council	Panel's position or recommendation	Council officer response
Requirement R113	Infrastructure projects identified in Table 9 Precinct Infrastructure Plan, must be delivered as per the staging priority identified in the Delivery column. If the …	Amend to: Infrastructure projects identified in Table 9 Precinct Infrastructure Plan, must be delivered as per the delivery provision trigger ~~staging priority~~ identified in the Delivery column. If the …	Accept
P.17 Development Staging	Council Report 28 August 2024: Council agreed with submitters that Plan 17 should be renamed from 'Development Staging' to 'Development Catchments', or similar.	Panel Report p.92: Re-title Plan 17 'Development Staging' to 'Development Catchment' Plan and make other consequential changes.	Accept. And other consequential changes to 3.10 Delivery
Guideline G58	Nil	Nil	Rename Plan 17 link from 'Development Staging Plan' to 'Development Catchments Plan'
Appendix 4.1	Update Land Use Budget table once intersection finalised	Agreed	Accept
Appendix 4.2	Nil	Panel Report p.52: Delete Plan 18 Station Concept Design Intention, and all references to it including in Table 11 Station Concept Design Intention.	Accept
Appendix 4.2	New Guideline: The UDF should consider car parking provisions including potential consolidation to multi deck parking and to propose measures to prevent detrimental impacts to the public realm.	Agreed	Accept
Appendix 5.0 Glossary	Council Report 28 August 2024: Agreement with DEECA to include a definition of 'Conservation Reserve'.	Panel Report p.115: Include a definition of conservation reserve in Section 5: Glossary	Accept Definition added in agreement with DEECA
Appendix 5.0 Glossary	Nil	Nil	Correct formatting error for glossary term: 'Environmentally Sustainable Development (ESD)'
Appendix 6.2 Background Studies	Nil	Include the following technical reports: • *Victorian Grassland Earless Dragon, Habitat Assessment*, Ecolink Consulting, April 2024	Accept And other technical reports including revised DI_DR_14 and DI_IT_02

Attachment 5
Amendment C278ggee - Marshall Development Contributions Plan (DCP) changes summary

Summary

The Marshall DCP is a key enabling document to fund required shared infrastructure for the Precinct. A final draft Marshall DCP was endorsed by Council in September 2023 with a Development Infrastructure Levy (DIL) contribution of $989,683 per net developable hectare (NDH).

The Amendment including the Marshall DCP was exhibited in April-June 2024. The Delegated Authority Report 28 August 2024 to consider submissions highlighted DCP errors for correction, and further updates were required prior to the Amendment C278ggee Panel Hearing.

This resulted in a DIL contribution of $1,000,369 per NDH tabled at the Panel Hearing. The Panel Report dated 7 February 2025 concluded:

- *"The DCP rate is adequately justified, subject to amendments resulting from the Panel's recommendations.*
- *Valuation Report – Marshall Precinct Structure Plan Development Contributions Plan – Land Valuations, CBRE, June 2023 should be updated to reflect the proposed change to land use designation.*
- *DCP should be updated following finalisation of infrastructure costs as recommended in this report."*

Post Panel Hearing changes

The Panel recommendations resulted in further work by the City in order to finalise the DCP.

The further work identified in the Panel Report has a material impact on the Panel-version DCP. An explanation of the changes made and impact to the DIL are listed below:

Explanation	Levy Impact (Per NDH)
Reduction in NDA due to Department of Transport and Planning's Transport Hub land (TRZ1) requirements, as well as additional land for DI_IT_02.	$18,430.15 Increase
Additional costs added to drainage and intersection items as identified in the Panel Report, as well as an increase to planning costs.	$46,148.54 Increase
Updated land values due to changes in land use designation, market shift between land valuations performed in 2023 and 2025, and rectifying anomalies found in valuation methodology. The increase would have been reflected in the DCP levies once gazetted as there is a requirement for annual revaluations.	$123,489.96 Increase
Indexation of projects costed in 2023 to 2025 dollars to align 'untouched' costs with updated land values. This indexation would have occurred once gazetted.	$24,797.40 Increase
Total	**$212,866.06 Increase**

The DIL contribution has risen by $212,866 per net developable hectare (NDH) – from a Panel Hearing levy of $1,000,369 to an adopted levy of 1,213,235.

Changes to the cost of individual DCP project items are explained in Attachment 2.

Methodology

Projects within the Marshall DCP have a differing baseline for cost estimates i.e. infrastructure included in scope for post Panel updates are based on 2025 costings and the remaining 'untouched' projects are based on 2023 costings. This differing baseline presents an issue in DCP administration as projects would be either over or under valued depending on whether 2023 or 2025 baseline for indexation was applied.

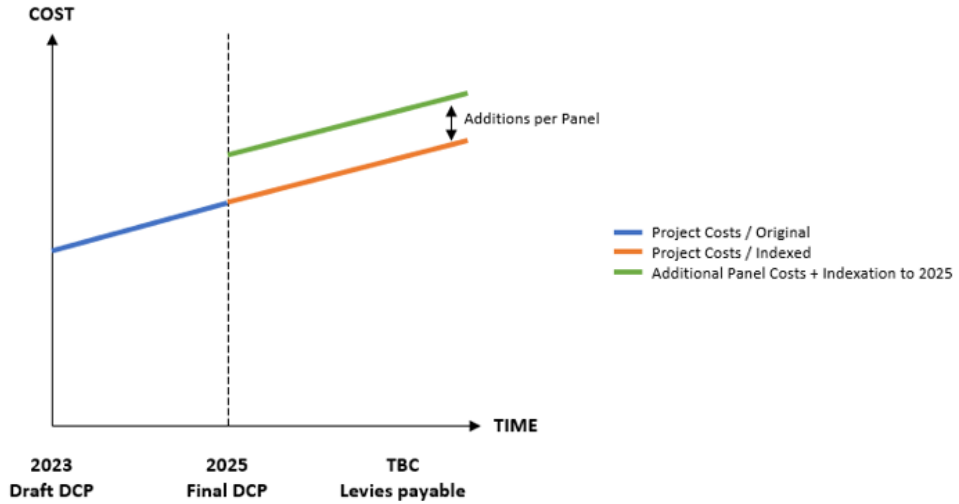
To address concerns on inconsistent project cost baselines in Marshall DCP 2025, indexation has been applied to the 'untouched' projects to bring them up to indicative 2025 costs. Historically, a similar approach has been taken in development of other DCP's, for example an intersection was costed in 2010 as part of Armstrong Creek East DCP and partly apportioned to the Armstrong Creek Horseshoe Bend DCP in 2012 at the indexed value.

Applying indexation annually on the 1st of July is standard DCP administration and detailed in section 5.2 of the Marshall DCP, June 2025. Using indexation to improve consistency in the Marshall DCP 2025 has no financial impact on landowners and does not change the DIL applicable at the time of subdivision (see figure 1).

No further indexation will be applied for FY2025-26 as costs are current but will resume in FY2026-27.

To confirm, indexation has not been applied to projects where designs/costs have been updated post Panel. A footnote has been included in the relevant individual project tables to show projects where indexation has been applied.

Figure 1. Development Infrastructure Levy: Inputs and ongoing administration



Conclusion

The Marshall DCP provides for a DIL contribution of $1,213,235 per NDH; this includes a $212,866 per NDH increase from the Panel-version DCP.

It is important to note that the true increase to the levy compared to the Panel-version DCP is $64,579 per NDH; this represents direct impact from Panel recommendations on infrastructure and NDA changes. The additional increase of $148,287 per NDH relates to increases that would be incurred as per usual DCP administration over the 2023 to 2025 period.

Planning and Environment Act 1987

GREATER GEELONG PLANNING SCHEME

AMENDMENT C278ggee

INSTRUCTION SHEET

The planning authority for this amendment is Greater Geelong City Council.

The Greater Geelong Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 3 attached map sheets.

Zone Maps

1. Amend Planning Scheme Map Nos. 66 and 67 in the manner shown on the 1 attached map marked “Greater Geelong Planning Scheme - Local Provision, Amendment C278ggee”.

Overlay Maps

2. Amend Planning Scheme Map Nos. 66DCPO and 67DCPO in the manner shown on the 1 attached map marked “Greater Geelong Planning Scheme - Local Provision, Amendment C278ggee”.

3. Insert Planning Scheme Map Nos. 66EAO and 67EAO in the manner shown on the 1 attached map marked “Greater Geelong Planning Scheme - Local Provision, Amendment C278ggee”.

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

4. In **Zones** – Clause 37.07, insert a new Schedule 7 in the form of the attached document.

5. In **Overlays** – Clause 45.06, insert a new Schedule 10 in the form of the attached document.

6. In **Particular Provisions** – Clause 52.16, replace the Schedule with a new Schedule in the form of the attached document.

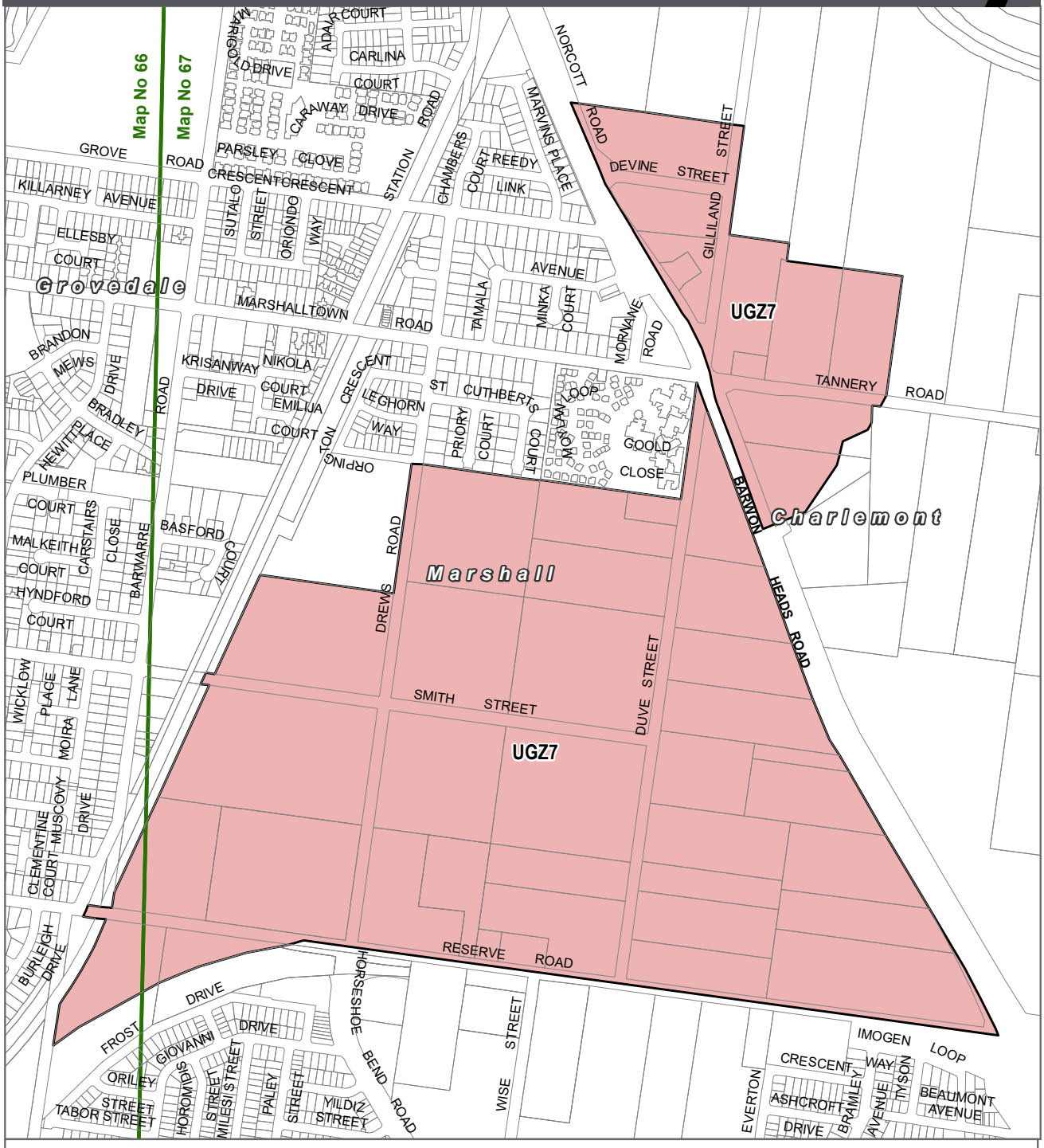
7. In **General Provisions** – Clause 66.04, replace the Schedule with a new Schedule in the form of the attached document.

8. In **Operational Provisions** – Clause 72.03, replace the Schedule with a new Schedule in the form of the attached document.

9. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.

End of document

GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C278ggee



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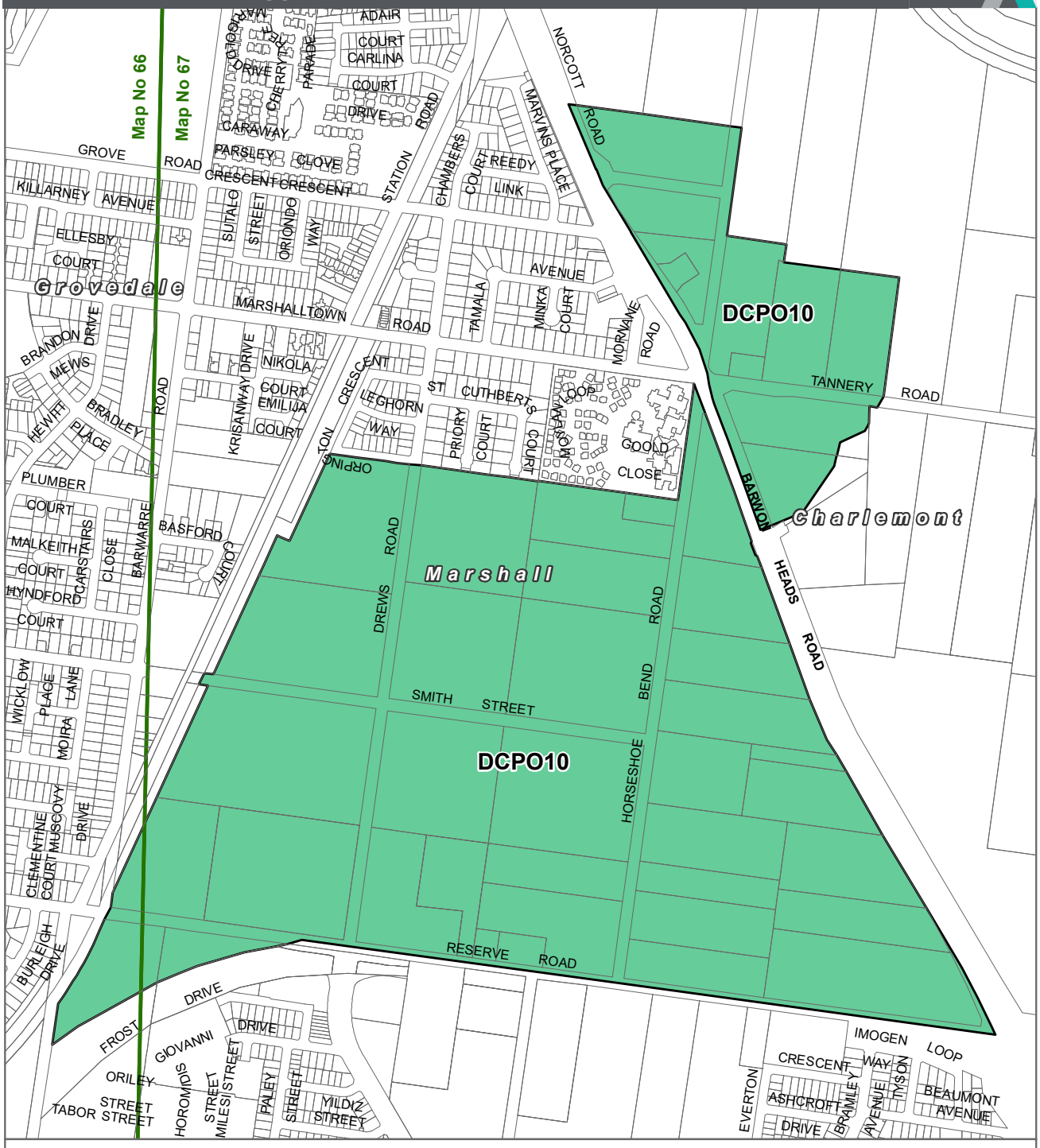
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GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C278ggee



LEGEND

DCPO10 - Development Contributions Plan Overlay - Schedule 10

Local Government Area



Part of Planning Scheme Maps 66DCPO & 67DCPO

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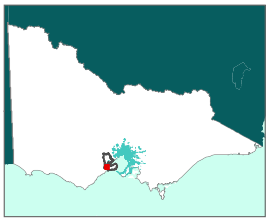
GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C278ggee



LEGEND

EAO - Environmental Audit Overlay

Local Government Area



Part of Planning Scheme Maps 66EAO & 67EAO

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GREATER GEELONG PLANNING SCHEME

--/--/----
Proposed C278ggee

SCHEDULE 7 TO CLAUSE 37.07 URBAN GROWTH ZONE

Shown on the planning scheme map as **UGZ7**.

MARSHALL PRECINCT STRUCTURE PLAN

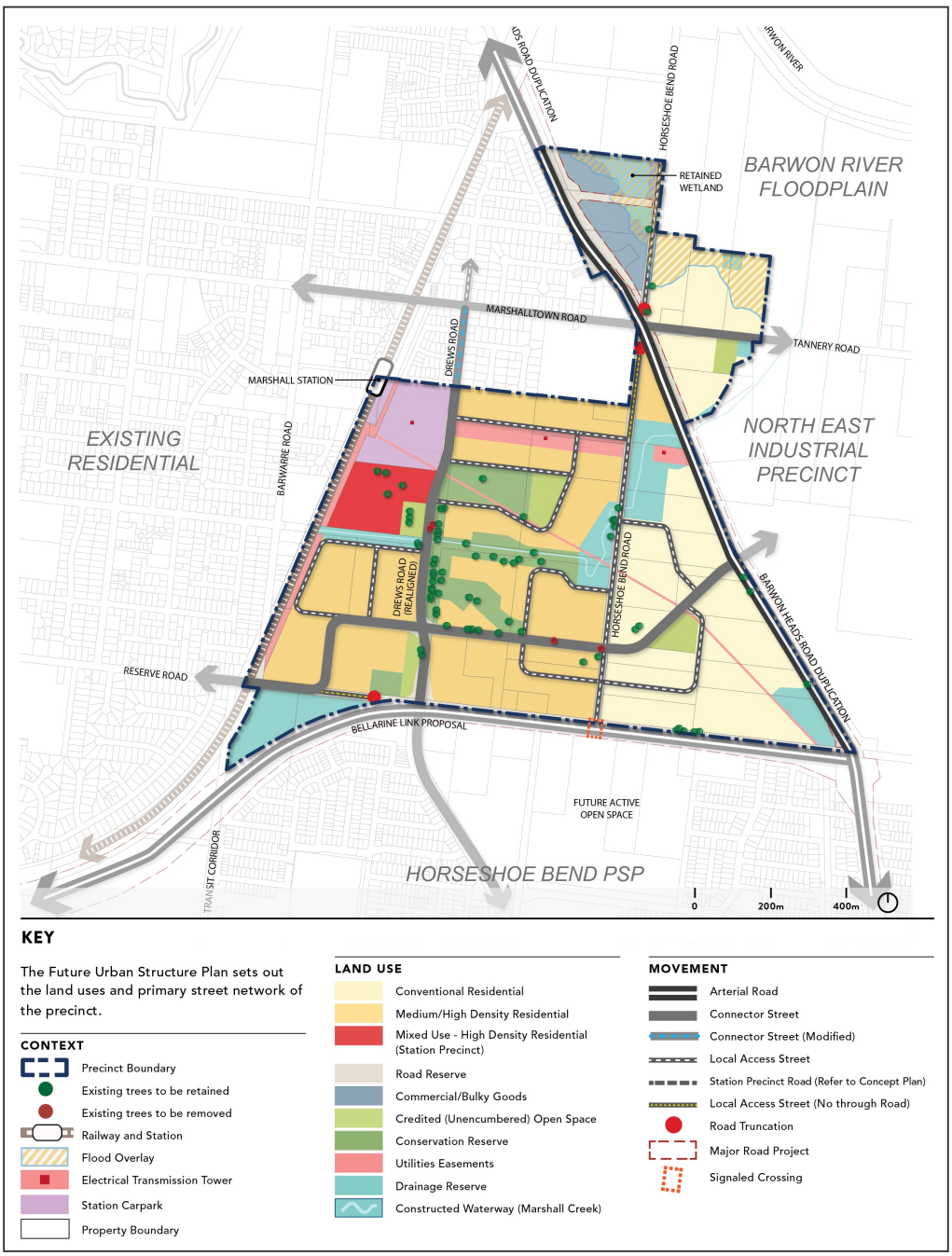
1.0 The Plan

--/--/----
Proposed C278ggee

Plan 1 shows the future urban structure proposed in the *Marshall Precinct Structure Plan*.

Plan 1 to Schedule 7 to Clause 37.07

Marshall Precinct Structure Plan



2.0 Use and development

--/--/----
Proposed C278ggee

2.1 The Land

--/--/----
Proposed C278ggee

The provisions specified in this schedule only apply to land within the Marshall Precinct shown on Plan 1 of this schedule and zoned UGZ7. This schedule must be read in conjunction with the incorporated Marshall Precinct Structure Plan (PSP).

Note: If land shown on Plan 1 is not zoned UGZ7, the provisions of this zone do not apply.

2.2 Applied zone provisions

--/--/----
Proposed C278ggee

The provisions of the following zones in this scheme apply to the use and subdivision of land, construction of a building and construction and carrying out of works, by reference to Plan 1 of this schedule.

Table 1: Applied zone provisions

Land shown on plan 1 of this schedule	Applied zone provisions
Conventional Residential	Clause 32.08 – General Residential Zone Schedule 1
Land shown on plan 1 of this schedule	Applied zone provisions
Medium/Higher Density Residential	Clause 32.07 – Residential Growth Zone Schedule 1
Land shown on plan 1 of this schedule	Applied zone provisions
Mixed Use – High Density Residential	Clause 32.04 – Mixed Use Zone
Land shown on plan 1 of this schedule	Applied zone provisions
Commercial/Bulky Goods	Clause 34.02 – Commercial 2 Zone
Land shown on plan 1 of this schedule	Applied zone provisions
Conservation Reserve Credited (Unencumbered) Open Space Drainage Reserves Constructed Waterway	Clause 36.02 – Public Park and Recreation Zone
Land shown on plan 1 of this schedule	Applied zone provisions
Utilities Easement	Underlying zone
Land shown on plan 1 of this schedule	Applied zone provisions
Road Reserve	Underlying zone

2.3 Specific provisions – Use of land

--/--/----
Proposed C278ggee

Section 1 - Permit not required

Use	Condition
Shop (other than Supermarket and Adult sex product shop) - where the applied zone is Mixed Use	The combined leasable floor area of all shops must not exceed a leasable floor area of 750 square metres.

Use	Condition
Supermarket - where the applied zone is Mixed Use	The leasable floor area must not exceed 2,000 square metres.
Office - where the applied zone is Mixed Use	The combined leasable floor area of all offices must not exceed 500 square metres.
Any use listed in Clause 62.01	Must meet requirements of Clause 62.01.

Section 2 - Permit required

Use	Condition
Any other use not in Section 1 or 3	

Section 3 – Prohibited

Use
Supermarket - where the applied zone is Commercial 2
Gaming premises
Any use listed in Section 3 in the Table of uses of the applicable applied zone

2.4 Specific provisions - Subdivision

--/--/----
Proposed C278ggee

Station Precinct Urban Design Framework

A permit must not be granted to subdivide land within the Station Precinct shown on Plan 1 of this Schedule 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 of the land in the Station Precinct
- be generally in accordance with the incorporated *Marshall Precinct Structure Plan*
- address and respond to Section 3.0 (Implementation) and Section 4.2 (Station Precinct Urban Design Framework Requirements and Guidelines) of the incorporated *Marshall Precinct Structure Plan*.

A permit may be granted to subdivide land within the Station 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 Section 4.2 as set out in the incorporated *Marshall Precinct Structure Plan*.

The UDF may be amended to the satisfaction of the Responsible Authority.

Subdivision applications must be generally in accordance with the approved UDF.

Commercial/Bulky Goods Precinct east of Barwon Heads Road

A permit must not be granted to subdivide land designated as Commercial/Bulky Goods on Plan 1 of this schedule until a Masterplan has been prepared to ensure integrated development, to the satisfaction of the Responsible Authority:

the Masterplan must:

- be supported and informed by any relevant technical report prepared by a suitably qualified person

- be generally in accordance with the incorporated *Marshall Precinct Structure Plan*
- address and respond to Section 3.0 (Implementation) of the incorporated *Marshall Precinct Structure Plan*
- be reviewed and approved by the Head, Transport for Victoria

Subdivision must be designed to restrict access or use of Flood Overlay land designated in the incorporated *Marshall Precinct Structure Plan, Plan 14*.

Subdivision applications must be generally in accordance with the approved Masterplan.

The Masterplan may be amended to the satisfaction of the Responsible Authority.

2.5 Specific provisions - Buildings and works

--/--/----
Proposed C278ggee

Station Precinct Urban Design Framework

A permit must not be granted to construct a building or construct or carry out works within the Station Precinct shown on Plan 1 of this Schedule 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 of the land in the Station Precinct
- be generally in accordance with the incorporated *Marshall Precinct Structure Plan*; and,
- address and respond to Section 3.0 (Implementation) and Section 4.2 (Station Precinct Urban Design Framework Requirements and Guidelines) of the incorporated *Marshall Precinct Structure Plan*.

A permit may be granted to construct a building or construct and carry out works for land within the Station 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 Section 4.2 as set out in the incorporated *Marshall Precinct Structure Plan*.

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.

Commercial/Bulky Goods Precinct east of Barwon Heads Road

A permit must not be granted to construct a building or construct or carry out works on land designated as Commercial/Bulky Goods on Plan 1 of this schedule until a Masterplan has been prepared to ensure integrated development, to the satisfaction of the Responsible Authority:

The Masterplan must:

- be supported and informed by any relevant technical report prepared by a suitably qualified person
- be generally in accordance with the incorporated *Marshall Precinct Structure Plan*
- address and respond to Section 3.0 (Implementation) of the incorporated *Marshall Precinct Structure Plan*
- be reviewed and approved by the Head, Transport for Victoria

The Masterplan must not locate any buildings on Flood Overlay land designated in the incorporated *Marshall Precinct Structure Plan, Plan 14.*

Buildings and works applications must be generally in accordance with the approved Masterplan.

The Masterplan may be amended to the satisfaction of the Responsible Authority.

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 via a restriction on title, and it complies with the Small Lot Housing Code incorporated into this Scheme pursuant to Clause 72.04.

Recycled Water

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 development scale water collection, reuse and sharing strategy is encouraged. Where this is not possible, all dwellings must be connected to a rainwater tank with a minimum capacity of 2500 litres for toilet flushing, washing machines, and garden watering or an alternative grey water recycling system to the satisfaction of the Responsible Authority.

3.0 Application requirements

--/--/----
Proposed C278ggee

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 incorporated *Marshall Precinct Structure Plan*.
- A Subdivision Staging Plan.
- The location of proposed planned community infrastructure, public open space areas and their recreation function where appropriate.
- A street network plan that addresses;
  - Access arrangements of properties to all existing and future arterial roads
  - Potential bus route and bus stop locations in consultation with the Head, Transport for Victoria
  - Walking catchment to activity centres, which nominates key transport stops, active and passive open space, schools and community facilities
  - Cross sections proposed in accordance with Section 4.3 (Road Design and Cross Sections) of the *Marshall Precinct Structure Plan*.
- A land use budget table in the same format and methodology as those within the *Marshall Precinct Structure Plan*, setting out the amount of land allocated to the proposed uses and expected population, dwelling and employment yield.
- A response to the incorporated *Marshall Native Vegetation Precinct Plan* (NVPP) and how the proposal addresses this including trees marked for retention and removal. If trees marked as 'to be retained' within the NVPP are proposed for removal, an arboricultural report prepared by a suitably qualified person must be submitted.
- A canopy cover plan that demonstrates that a proposal meets the minimum requirements set out in Section 4.4.1 (Canopy Cover Targets and Calculations) of the *Marshall Precinct Structure Plan*.
- 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 (Climate Resilient Communities) of the *Marshall Precinct Structure Plan*.
- An Integrated Water Management Plan (IWMP) which must:
  - Respond to the requirements and guidelines of Section 3.5 (Integrated Water Management) and the relevant requirements and guidelines of Section 3.10 (Delivery) of the *Marshall Precinct Structure Plan*;
  - Assess the impact of climate change on the detailed design of drainage infrastructure;
  - Assess the existing surface and subsurface drainage conditions on the site; and,
  - Address the provision, staging and timing of stormwater drainage infrastructure.

Subdivision – Residential Development

For an application to subdivide land into three or more lots, in addition to the above General Subdivision requirements, a subdivision design response for residential subdivision must include to the satisfaction of the Responsible Authority:

- A Density Plan or written response which applies to the entire subject site for the 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 and affordable housing requirements and guidelines in Section 3.1 (Character, Heritage and Housing) of the *Marshall Precinct Structure Plan* to the satisfaction of the Responsible Authority.

Requirement – Commercial/Bulky Goods

An application to use or subdivide land, construct a building, or construct or carry out works for land shown in Plan 1 as Commercial/Bulky Goods – Flood Overlay must be accompanied by a letter from the floodplain management authority confirming that the authority does not object to the permit application.

Requirement – Retail Economic Impact Assessment

An application to use land for a Supermarket or Shop in the applied Mixed Use Zone where the leasable floor area exceeds the figure shown in the land use table at Clause 2.3 of this Schedule must be accompanied by a retail economic impact assessment prepared by a suitably qualified person.

The Responsible Authority may waive the requirement for the submission of a retail economic impact assessment where the development is for a Shop (excluding a Supermarket) that exceeds the combined leasable floor area figure shown in the land use table at Clause 2.3 of this Schedule.

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 on land identified as having high potential for contamination (described in Table 2) affected by an Environmental Audit Overlay must be accompanied by a Preliminary Site Investigation prepared by a suitably qualified environmental consultant, conducted to the standard established in the NEPM, Schedule B2. It should include a recommendation as to:

- The likelihood of contamination and its potential to affect the planning proposal.
- Whether a risk-based remediation or management strategy can be derived, or further investigation such as an audit, is recommended.
- The outcome of the PSI should be translated into conditions on any permit issued for that land.

Table 2: Preliminary Site Investigation

Address	Legal Description	PSP Property Number
1-11 Duve Street, Marshall 3216	Lot 1 TP 841695	17
355 Barwon Heads Road, Charlemont 3217	Lot 2 PS 849519	36

Requirement - Acoustic Assessment

An application to use or subdivide land, construct a building, or construct or carry out works for accommodation, childcare 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, which:

- Applies the following noise objectives:
  - Not greater than 35 dB LAeq,8h when measured within a sleeping area between 10pm and 6am.
  - Not greater than 40 dB LAeq,16h when measured within a living area between 6am and 10pm.
- Noise levels should be assessed:
  - 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
  - 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.
- 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).
- Includes recommendations for any noise attenuation measures required to meet the applicable noise level objectives, which is consistent with Clause 13.05-1 and 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 railway line, the Marshall Train Station and Barwon Heads Road; and,
  - Clearly identifies areas where any attenuation measures are required.
- Includes 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.

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 - Social and Affordable Housing Delivery Strategy

An application for buildings and works for residential purposes must submit a Social and Affordable Housing Delivery Strategy that demonstrates how the proposal achieves the social and affordable housing requirements and guidelines, in accordance with Section 3.1 (Character, Heritage and Housing) of the *Marshall Precinct Structure Plan* and 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:

- What land may be affected or required for the provision of infrastructure works;
- The provision, staging and timing of road works internal and external to the land consistent with any relevant traffic report or assessment;
- What, if any, infrastructure set out in the development contributions plan applying to the land is sought to be provided as "works in lieu" subject to the consent of the collecting agency;
- 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 – Public Realm

Where relevant, an application to use or subdivide land, construct a building, or construct or carry out works within the areas of Public Realm within the Station Precinct as shown on *Marshall Precinct Structure Plan, Plan 18* must be accompanied by a written report to the satisfaction of the Responsible Authority detailing how the proposal responds to the following elements:

- Built form
- Sustainable design
- Signage
- Public transport
- Public art
- Street furniture
- Public lighting
- Paving
- Street trees and landscaping
- Utility installations
- Pedestrian crossings and priority zones
- Public/private way finding
- Compliance with the *Disability Discrimination Act 1992* (Cth)
- Cycling facilities

An application to use or subdivide land, construct a building, or construct or carry out works must also outline how the proposal responds to the Station Precinct Urban Design Framework and Section 4.2 (Urban Design Framework Requirements and Guidelines) of the *Marshall Precinct Structure Plan*.

Requirement – Staging Plan

An application to subdivide land, construct a building, or construct or carry out works must be accompanied by a report which addresses how the application responds to the staging plan.

Requirement - Bicycle parking reductions

A Bicycle Parking Demand Assessment must accompany any permit application that does not provide bicycle parking, in accordance with Sections 3.1 and 3.4 of the *Marshall Precinct Structure Plan*.

4.0 Conditions and requirements for permits

--/--/----
Proposed C278ggee

General Requirements

A planning permit must include a condition or conditions as appropriate to give effect to any requirements or conditions set out in the *Marshall Precinct Structure Plan* and the *Marshall Native Vegetation Precinct Plan*.

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 2024 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 2024 or as amended) applies to each lot to the satisfaction of the Responsible Authority.

Condition – Subdivision or buildings and works permits where land is required for community facilities, public open space or road widening

A permit for development, 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 – Public transport

A permit for subdivision must include the following condition:

Unless otherwise agreed by the Head, Transport for Victoria, prior to the issue of Statement of Compliance for any subdivision stage, bus stop hard stands with direct and safe pedestrian access to a pedestrian path must be constructed:

- In accordance with the Public Transport Guidelines for Land Use and Development and compliant with the *Disability Discrimination Act 1992* – Disability Standards for Accessible Public Transport 2002; and
- At locations approved by Public Transport Victoria, at no cost to Public Transport Victoria, and to the satisfaction of the Head, Transport for Victoria.

Condition – Social and Affordable Housing

A permit for subdivision, buildings or works for land to be used for residential purposes must include the following condition:

A permit for subdivision, buildings or works associated with a residential land use must comply with the Social and Affordable Housing Delivery Strategy for the land as outlined and approved by the Responsible Authority.

Condition – Acoustic Report

The following conditions and/or requirements apply to permits:

A permit must contain conditions which give effect to the Acoustic Assessment Report, where the land has been identified as a lot that requires mitigation measures against noise impacts.

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 Marshall Precinct Structure Plan.*

Condition – Construction Management Plan

A permit to subdivide land, construct a building, or construct or carry out works must include the following condition:

Prior to works commencing, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The plan must address Section 3.7 (Circular Economy) of the *Marshall Precinct Structure Plan*.

Condition – Construction Environmental Management Plan

A permit to subdivide land, construct a building, or construct or carry out works on or within 50 metres of land shown as a conservation area in the incorporated *Marshall Precinct Structure Plan* must include the following condition:

Before works start, a Construction Environmental Management Plan consistent with requirements for Construction Environmental Management Plans under the Melbourne Strategic Assessment (Department of Environment, Land, Water and Planning, November 2020) must be submitted to and approved by the Responsible Authority, demonstrating how the conservation area will be protected during works.

Once approved the plan 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:

- Any subdivision and/or buildings and works within the *Marshall Precinct Structure Plan* must not connect to any existing or future reticulated gas networks; and
- 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 issue of a statement of compliance, a detailed functional layout plan of that stage must be submitted to and approved by the Responsible Authority. The plan is to include locations of underground 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, footpaths and utility installations on or adjacent to public reserves in accordance with relevant requirements of the *Marshall Precinct Structure Plan*.

The plan should provide details of how canopy cover targets outlined in Section 4.4.1 Canopy Cover Targets and Calculations of the *Marshall Precinct Structure Plan* have been met. The functional layout plan must ensure that all reserves and vegetation to be retained are not compromised with services listed above.

Condition – Land Management Plan for Conservation Area

A permit to subdivide land containing a conservation area as shown in the *Marshall Precinct Structure Plan* must include the following condition:

Prior to the commencement of development, a land management plan for the conservation area land must be prepared by a suitably qualified consultant, submitted to, and approved by the Responsible Authority. The land management plan must outline how the biodiversity values for the land identified in the *Marshall Native Vegetation Precinct Plan* 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 – Conservation Land

A permit to subdivide land containing a ‘conservation reserve’ (or any part thereof) as shown in the *Marshall Precinct Structure Plan* 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 whole of the 'conservation reserve' 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.

Condition - Protection of Conservation Areas and Native Vegetation During Construction

A permit to construct a building or carry out works or to subdivide land on land including or abutting a conservation area or patch of native vegetation or scattered tree identified for retention in the incorporated *Marshall Precinct Structure Plan* or *Marshall Native Vegetation Precinct Plan* must include the following condition:

The development allowed by this permit must be conducted to ensure that:

- Before the start of construction or carrying out of works in or around a conservation area, scattered native tree or patch of native vegetation the developer of the land must erect a conservation area/vegetation protection fence that is:
- – highly visible
  - at least 2 metres in height
  - sturdy and strong enough to withstand knocks from construction vehicles
  - in place for the whole period of construction
  - located the following minimum distance from the element to be protected:

Element	Minimum distance from element
Conservation area	2 metres

Scattered tree	Twice the distance between the tree trunk and the edge of the tree canopy
Patch of native vegetation	2 metres

- Construction stockpiles, fill, machinery, excavation and works or other activities associated with the buildings or works must:
  - be located not less than 15 metres from a waterway;
  - be located outside the vegetation protection fence;
  - be constructed and designed to ensure that the conservation area, scattered tree or patches of native vegetation are protected from adverse impacts during construction;
  - not be undertaken if it presents a risk to any vegetation within a conservation area; and
  - be carried out under the supervision of a suitable qualified ecologist or arborist.
- 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.

5.0 Exemption from notice and review

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Proposed C278ggee

None specified.

6.0 Decision guidelines

--/--/----
Proposed C278ggee

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 *Marshall Precinct Structure Plan* including any approved Urban Design Frameworks.
- Whether the application is generally in accordance with the incorporated *Marshall Native Vegetation Precinct Plan*.
- Whether the application is generally in accordance with the incorporated *Marshall Development Contributions Plan*.
- Whether the application contributes towards the provision of affordable housing (including social housing) in accordance with the incorporated *Marshall Precinct Structure Plan*, and the Ministerial Notice under 3AA(2) of the *Planning and Environment Act 1987*, as amended from time to time.

7.0 Signs

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Proposed C278ggee

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 height or width of a promotion sign does not exceed 6 metres and the total advertisement area does not exceed 8 square metres.
- Only one sign is displayed per road 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.
- 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 10 square metres.

All other signs are subject to the permit requirements of Clause 52.05. All land located within the area on Plan 1 marked Commercial/ Bulky Goods is in Category 1. All other land is in Category 3.

26/08/2025

SCHEDULE 10 TO CLAUSE 45.06 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

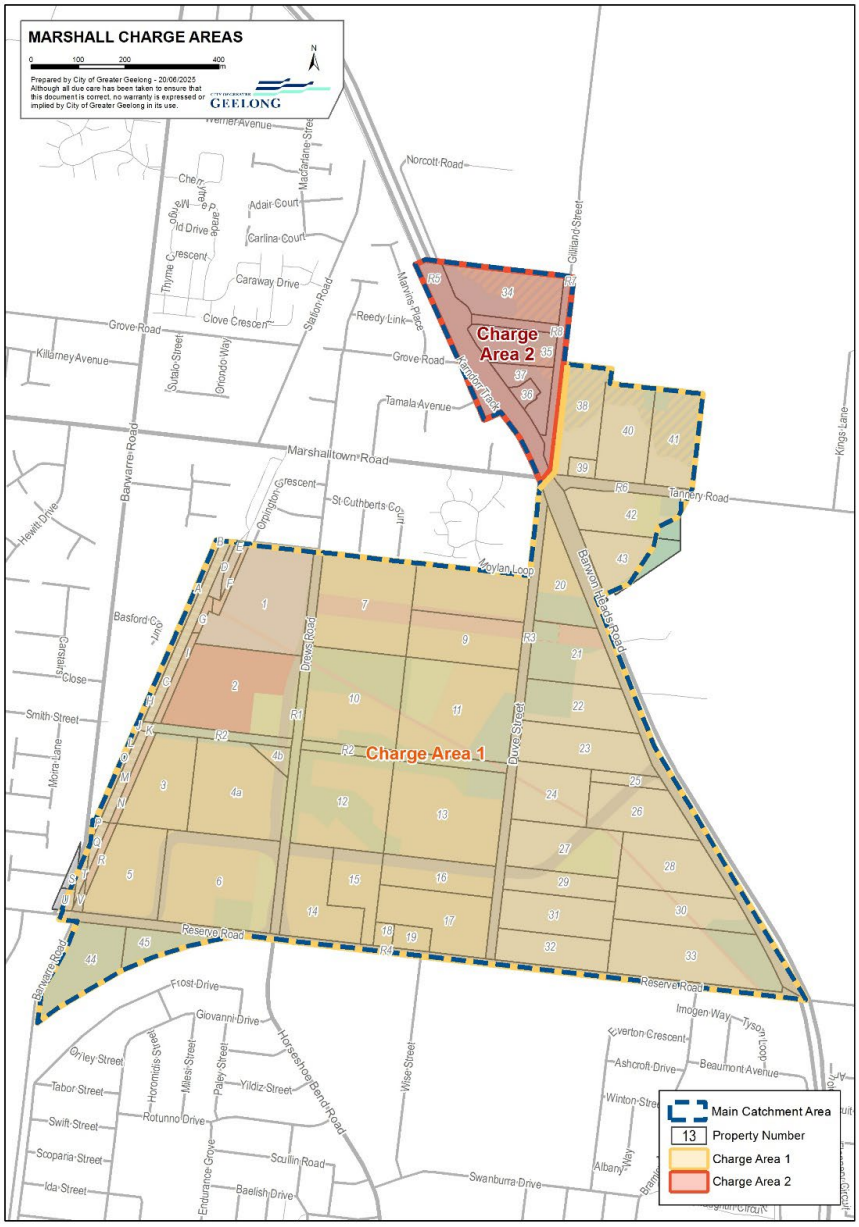
Shown on the planning scheme map as **DCPO10.**

MARSHALL DEVELOPMENT CONTRIBUTIONS PLAN

1.0 Area covered by this development contributions plan

26/08/2025

This Development Contributions Plan (DCP) applies to the Marshall Precinct. The Main Catchment Area and Charge Areas are shown below.



2.0 Summary of levies payable

26/08/2025

Charge area	Levies payable by all development ($)		
	Development infrastructure per net developable hectare (March 2025 dollars)	Community infrastructure per dwelling (March 2025 dollars)	All infrastructure per net developable hectare (March 2025 dollars)
Charge Area 1	$1,213,235.88	$1,450.00	N/A
Charge Area 2	$1,071,192.45	N/A	N/A
TOTAL	**N/A**	**N/A**	**N/A**

Note:

These contribution amounts are current as at June 2025 prices. They will be adjusted annually on July 1 each year to cover inflation, by applying indexation in accordance with section 6.1 of the DCP:

- *In relation to the costs associated with all infrastructure items other than land, the cost of those infrastructure items must be adjusted and the DIL amount recalculated according to the following method:*
  - *The capital costs of each infrastructure item must be adjusted by reference to the Building Price Index (Melbourne) published by Rawlinsons, or a similar index determined by the Collecting Agency if the Building Price Index (Melbourne) is not available.*
  - *The revised infrastructure costs and the adjustment of the contributions must be calculated and applied from 1 July in each year.*
- *In relation to the cost of land projects included in this DCP, the land value for each infrastructure project must be adjusted by reference to a revised land valuation for each land project based on the same valuation principles.*
- *The revised land value for each infrastructure project and the adjustment of the contributions must be calculated and applied from 1 July in each year.*
- *Within 14 days of the indexation and adjustments being made, the Collecting Agency must publish a notice of the amended contributions on the Council's website.*

The CIL statutory 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 relevant Government 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 payable from the date any revised CIL cap is published by the relevant Government Department.

3.0 Land or development excluded from development contributions plan

26/08/2025

Land and development of land zoned Transport Zone 1 (TRZ1) or Public Use Zone (PUZ1).

Note: *This schedule sets out a summary of the contributions prescribed in the development contributions plan. Refer to the incorporated development contributions plan for full details.*

GREATER GEELONG PLANNING SCHEME

27/11/2014
C259

SCHEDULE TO CLAUSE 52.16 NATIVE VEGETATION PRECINCT PLAN

1.0

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Proposed C278ggee

Native vegetation precinct plan

Name of plan
Armstrong Creek East Native Vegetation Precinct Plan, May 2010
Armstrong Creek North East Industrial Precinct Native Vegetation Precinct Plan, May 2010
Armstrong Creek West Native Vegetation Precinct Plan, November 2012
Lara West Growth Area, Lara, Native Vegetation Precinct Plan, September 2013
Manzeene Village, Lara, Native Vegetation Precinct Plan, June 2014
Native Vegetation Precinct Plan: Armstrong Creek Town Centre Precinct, March 2014 (Amendment July 2021)
Native Vegetation Precinct Plan, Geelong Ring Road Employment Precinct, March 2013
Native Vegetation Precinct Plan, Horseshoe Bend Precinct, Armstrong Creek Urban Growth Area, August 2014 (Amended July 2021)
Marshall Native Vegetation Precinct Plan, May 2025

GREATER GEELONG PLANNING SCHEME

24/11/2017
GC49

SCHEDULE TO CLAUSE 66.04 REFERRAL OF PERMIT APPLICATIONS UNDER LOCAL PROVISIONS

1.0

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Proposed C278ggee

Referral of permit applications under local provisions

Clause	Kind of application	Referral authority	Referral authority type
Clause 5.0 of Schedule 3 to 42.01 (ESO)	An application required under Schedule 3 to Clause 42.01.	Secretary to the Department of Environment, Land, Water and Planning	Determining referral authority
Clause 5.0 of Schedule 4 to 42.01 (ESO)	An application required under Schedule 4 to Clause 42.01.	Secretary to the Department of Environment, Land, Water and Planning	Determining referral authority
Clause 5.0 of Schedule 3 to 37.07 (UGZ)	An application for the removal of 'retained vegetation' identified in the Armstrong Creek West Native Vegetation Precinct Plan, November 2012.	Secretary to the Department of Environment, Land, Water and Planning	Determining referral authority
Clause 5.0 of Schedule 3 to 37.07 (UGZ)	An application on land shown to be subject to flooding in a 1 in 100 year event as detailed in Plan 19 in the Armstrong Creek West Precinct Structure Plan, September 2012.	Catchment Management Authority	Recommending referral authority
Clause 3.0 of Schedule 6 to 37.07 (UGZ)	An application on land containing native vegetation identified to be retained in the Lara West Growth Area. Lara, Native Vegetation Precinct Plan September 2013 or land that is identified within the Lara West Growth Area, Lara, Native Precinct Plan September 2013 as an offset site.	Secretary to the Department of Environment, Land, Water and Planning	Determining referral authority
Clause 3.0 of Schedule 6 to 37.07 (UGZ)	An application for the use, development or subdivision of land within the high pressure gas pipeline measurement length (as defined in AS2855) as shown in the Incorporated Lara West Precinct Structure Plan, Revision J, 25 September 2013.	Minister administering the *Pipelines Act 2005*	Recommending referral authority
Clause 3.0 of Schedule 6 to 37.07 (UGZ)	An application on land that is shown to be subject to flooding in a 1 in 100 year event as detailed on Plan 10 (Flood Boundary for Existing Conditions Q100) in the incorporated Lara West Precinct Structure Plan.	Catchment Management Authority	Recommending referral authority

GREATER GEELONG PLANNING SCHEME

Clause	Kind of application	Referral authority	Referral authority type
Clause 5.1 of Schedule 4 to 37.07 (UGZ)	An application for the removal of 'retained vegetation' identified in the Native Vegetation Precinct Plan - Horseshoe Bend Precinct, Armstrong Creek Urban Growth Area, August 2014.	Secretary to the Department of Environment, Land, Water and Planning	Determining referral authority
Clause 5.2 of Schedule 4 to 37.07 (UGZ)	An application on land that is shown to be subject to flooding in a 1 in 100 year event as detailed on Plan 18 (Flood boundary for existing conditions Q100) in the incorporated Armstrong Creek Horseshoe Bend Precinct Structure Plan September 2014.	Catchment Management Authority	Recommending referral authority
Clause 4.1 of Schedule 2 to 37.07 (UGZ)	An application on land containing native vegetation identified in the Armstrong Creek East Native Vegetation Precinct Plan 2010 or land that is identified in the Armstrong Creek East Native Vegetation Precinct Plan 2010 as an offset site. An application proposing removal of native vegetation shown to be retained in Plan 7 of the Armstrong Creek South Precinct Structure Plan (February 2016).	Secretary to the Department of Environment, Land, Water and Planning	Determining referral authority
Clause 5.0 of Schedule 5 to 37.07 (UGZ)	An application for the removal of 'retained vegetation' identified in the Armstrong Creek Town Centre Native Vegetation Precinct Plan March 2014.	Secretary to the Department of Environment, Land, Water and Planning	Determining referral authority
Clause 6.0 of Schedule 11 to 37.01 (SUZ)	An application on land in the Avalon Airport Rail Link Area.	Secretary to the Department of Economic Development, Jobs, Transport and Resources	Determining referral authority
Clause 6.0 of Schedule 36 to 43.02 (DDO)	Any application required under Schedule 36 to Clause 43.02	Secretary to the Department of Health and Human Services	Determining referral authority
Clause 32.04 (MUZ) Clause 32.07 (RGZ) Clause 32.08 (GRZ) Clause 33.01 (IN1Z) Clause 34.01 (C1Z) Clause 35.07 (FZ)	An application to use or to construct a building or construct or carry out works if: The land is located within the Minister for Planning Responsible Authority Area identified in Map 1 in the Schedule to Clause 72.01; and	Development Victoria	Recommending referral authority

GREATER GEELONG PLANNING SCHEME

Clause	Kind of application	Referral authority	Referral authority type
Clause 36.01 (PUZ) Clause 36.02 (PPRZ) Clause 36.03 (PCRZ) Clause 37.01 (SUZ) Clause 37.08 (ACZ) Clause 37.09 (PZ) Clause 42.01 (ESO) Clause 43.01 (HO) Clause 43.02 (DDO) Clause 44.05 (SBO) Clause 45.03 (EAO)	The Minister for Planning is the responsible authority for the application as specified in the Schedule to Clause 72.01.		
Clause 32.04 (MUZ) Clause 32.07 (RGZ) Clause 32.08 (GRZ) Clause 33.01 (IN1Z) Clause 34.01 (C1Z) Clause 35.07 (FZ) Clause 36.01 (PUZ) Clause 36.02 (PPRZ) Clause 36.03 (PCRZ) Clauise 37.01 (SUZ) Clause 37.08 (ACZ) Clause 37.09 (PZ) Clause 42.01 (ESO) Clause 43.01 (HO) Clause 43.02 (DDO) Clause 44.05 (SBO) Clause 45.03 (EAO)	An application to use or to construct a building or construct or carry out works if: The land is located within the Minister for Planning Responsible Authority Area identified in Map 1 in the Schedule to Clause 72.01; and The Minister for Planning is the responsible authority for the application as specified in the Schedule to Clause 72.01.	Greater Geelong City Council	Recommending referral authority
Clause 2.0, 3.0 and 4.0 of Schedule 15 to Clause 37.01 (SUZ)	An application to use, develop or subdivide land at 125 – 135 Pigdons Road, Waurn Ponds, where the application applies to land within 171 metres of the frontage of the land to Pidgons Road, Waurn Ponds and within 223 metres of PL -99 gas transmission pipeline.	Minister administering the *Pipelines Act 2005*	Recommending referral authority

GREATER GEELONG PLANNING SCHEME

Clause	Kind of application	Referral authority	Referral authority type
Clause 4.1 of Schedule 2 to Clause 37.07 (UGZ)	An application on land that is shown to be subject to flooding in a 1 in 100 year event as detailed on Plan 16 in the Armstrong Creek South Precinct Structure Plan February 2016.	Catchment Management Authority	Recommending referral authority
Schedule 7 to Clause 37.07 (UGZ)	An application for the removal of 'vegetation to be retained' identified in the incorporated Marshall Native Vegetation Precinct Plan October 2022 and identified on Plan 9 of the incorporated Marshall Precinct Structure Plan March 2024.	Secretary to the Department of Energy, Environment and Climate Action	Determining referral authority
Schedule 7 to Clause 37.07 (UGZ)	An application on land subject to flooding in a 1 in 100 year event identified on Plan 4 (Flood Prone Areas Flood Extent) in the incorporated Marshall Precinct Structure Plan March 2024.	Catchment Management Authority	Recommending referral authority

GREATER GEELONG PLANNING SCHEME

15/11/2018
C385ggee

SCHEDULE TO CLAUSE 72.03 WHAT DOES THIS PLANNING SCHEME CONSIST OF?

1.0

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Proposed C278ggee

Maps comprising part of this planning scheme:

- 1, 1VPO, 1SLO, 1HO, 1BMO
- 2, 2ESO, 2VPO, 2SLO, 2HO, 2BMO
- 3, 3ESO, 3VPO, 3HO, 3LSIO-FO, 3PAO
- 4, 4ESO, 4HO, 4PAO
- 5, 5ESO, 5VPO, 5SLO, 5HO, 5BMO
- 6, 6ESO, 6VPO, 6SLO, 6HO, 6LSIO-FO
- 7, 7ESO, 7VPO, 7SLO, 7HO, 7LSIO-FO, 7PAO, 7BMO, 7SCO
- 8, 8ESO, 8SLO, 8HO, 8LSIO-FO, 8PAO, 8BMO
- 9, 9ESO, 9HO, 9LSIO-FO, 9SLO
- 10, 10ESO, 10HO, 10LSIO-FO
- 11, 11ESO, 11LSIO-FO, 11DCPO, 11SCO
- 12, 12ESO, 12HO, 12SLO, 12LSIO-FO, 12VPO, 12BMO, 12DCPO, 12DPO, 12SCO
- 13, 13ESO, 13SLO, 13HO, 13VPO, 13BMO, 13PAO
- 14, 14ESO, 14VPO, 14LSIO-FO, 14PAO
- 15, 15ESO, 15PAO, 15VPO, 15HO, 15LSIO-FO
- 16, 16ESO, 16HO, 16LSIO-FO, 16SLO
- 17, 17EAO, 17ESO, 17HO, 17DDO, 17VPO, 17DCPO
- 18, 18ESO, 18DDO, 18DPO, 18HO, 18LSIO-FO, 18PAO, 18EAO, 18SBO, 18DCPO, 18BMO
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- 22, 22ESO, 22PAO, 22LSIO-FO
- 23, 23ESO, 23LSIO-FO, 23SLO
- 24, 24ESO, 24HO, 24LSIO-FO, 24BMO, 24SLO
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- 26, 26ESO, 26HO, 26SBO, 26PAO, 26EAO, 26DDO, 26RO, 26DPO, 26LSIO-FO, 26RXO
- 27, 27ESO, 27VPO, 27HO, 27LSIO-FO, 27EAO
- 28, 28ESO, 28DPO, 28DDO, 28LSIO-FO
- 29, 29ESO, 29DPO, 29DDO, 29LSIO-FO
- 30
- 31, 31ESO, 31HO, 31DPO, 31LSIO-FO, 31PAO, 31EAO, 31BMO, 31SLO
- 32, 32ESO, 32HO, 32DDO14, 32SBO, 32SLO, 32LSIO-FO
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- 34, 34ESO, 34HO, 34DDO
- 35, 35DDO

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- 38, 38HO, 38EAO, 38DDO, 38SBO, 38LSIO-FO
- 39
- 40, 40ESO, 40HO, 40DDO, 40LSIO-FO
- 41, 41HO, 41DDO14, 41SLO
- 42, 42ESO, 42HO, 42PAO, 42DDO14, 42DDO, 42DPO, 42SLO, 42LSIO-FO
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- 45, 45HO, 45LSIO-FO
- 46, 46LSIO-FO, 46HO
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- 48, 48HO, 48DDO, 48DPO, 48LSIO-FO, 48EAO, 48DDO14, 48SLO
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- 57, 57VPO, 57HO, 57DPO, 57DDO14, 57DDO, 57LSIO-FO, 57EAO
- 58, 58VPO, 58HO, 58DDO
- 59, 59VPO, 59HO, 59PAO, 59DDO14, 59DDO, 59DPO, 59DCPO, 59BMO, 59EAO
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- 64, 64VPO, 64SLO, 64SCO, 64PAO, 64LSIO-FO
- 65, 65VPO, 65SLO, 65HO, 65DDO, 65DPO, 65PAO, 65DDO14, 65ESO, 65DCPO, 65SCO
- 66, 66VPO, 66HO, 66DPO, 66LSIO-FO, 66PAO, 66DDO14, 66ESO, 66DDO, 66DCPO, 66PO, 66SBO, 66SCO, 66EAO
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- 68, 68ESO, 68HO, 68LSIO-FO, 68SLO, 68SCO
- 69, 69ESO, 69HO, 69LSIO-FO, 69DDO14, 69DPO, 69SLO
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- 73, 73ESO, 73VPO, 73SLO, 73LSIO-FO
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- 88, 88ESO, 88HO, 88LSIO-FO, 88DDO, 88SBO, 88BMO, 88SCO, 88SLO
- 89, 89ESO, 89DDO14, 89BMO, 89SLO, 89DPO

GREATER GEELONG PLANNING SCHEME

15/01/2024
VC249

SCHEDULE TO CLAUSE 72.04 INCORPORATED DOCUMENTS

1.0 Incorporated documents

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Proposed C278ggee

Name of document	Introduced by:
3 Bridge Road, Barwon Heads (June 2020)	C415ggee
14 Shepherd Court, North Geelong, Cotton On Office Redevelopment (July 2011)	C257
Adventure Park Comprehensive Development Plan (May 2014)	C288
Anakie, Lara & Lovely Banks Heritage Places Incorporated Plan (May 2016)	C316
Armstrong Creek East Native Vegetation Precinct Plan (May 2010)	C206
Armstrong Creek East Precinct Structure Plan (May 2010, Amended November 2011)	C214
Armstrong Creek East Precinct Development Contributions Plan (Urban Enterprise, December 2023)	VC249
Armstrong Creek Horseshoe Bend Precinct Structure Plan (September 2014)	C259
Armstrong Creek North East Industrial Precinct Development Contributions Plan (Urban Enterprise, December 2023)	VC249
Armstrong Creek North East Industrial Precinct Growling Grass Frog Conservation Management Plan (May 2010)	C207
Armstrong Creek North East Industrial Precinct Native Vegetation Precinct Plan (May 2010)	C207
Armstrong Creek North East Industrial Precinct, Precinct Structure Plan (May 2010)	C207
Armstrong Creek South Precinct Structure Plan (February 2016)	C301
Armstrong Creek Town Centre Precinct Structure Plan (March 2014)	C267
Armstrong Creek Town Centre Development Contributions Plan (Urban Enterprise, December 2023)	VC249
Armstrong Creek Urban Growth Plan Framework Plan (City of Greater Geelong, February 2025)	C468ggee
Armstrong Creek West Precinct Development Contributions Plan (Urban Enterprise, December 2023)	VC249
Armstrong Creek West Precinct Native Vegetation Precinct Plan (November 2012)	C240
Armstrong Creek West Precinct Structure Plan (September 2012)	C240
Australian Standard AS2021-2015 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction (Standards Australia Limited, 2015)	VC244
Barwon Heads Road (Settlement Road, Belmont to Reserve Road, Marshall) Duplication Project Incorporated Document (October 2020)	C413ggee
Batman Park, Indented Head Incorporated Plan (June 2015)	C274
BUPA Aged Care Facility, Bellarine Lakes (May 2016)	C336
Central Road Drysdale Development Contributions Plan (Urban Enterprise, December 2023)	VC249
Chisholm Road Prison Project, Lara, Incorporated Document (June 2019)	C389ggee
City of Greater Geelong Sign Guidelines (City of Greater Geelong, February 2024)	C383ggee

GREATER GEELONG PLANNING SCHEME

Name of document	Introduced by:
"Claremont" 12-16 Kinsmead Street, Waurn Ponds Design Guidelines Incorporated Plan (February 2022)	C422ggee
"Claremont Homestead" 12-16 Kinsmead Street, Waurn Ponds Statement of Significance (February 2022)	C422ggee
Commercial Tenancies at 55, 57 & 59 Kilgour Street, Geelong (July 2017)	C358
Community Care Accommodation Facility, 120 Russells Road, Mount Duneed, Incorporated Document (September 2020)	C401ggee
Drysdale Bypass (November 2017)	C369
Environmental Weeds (City of Greater Geelong, September 2008)	C129 (Part 1)
Fibre Optic Project, Integrated Approval Requirements (December 2002)	VC17
Geelong City Urban Conservation Study Vol. 1 Restoration and Infill Guidelines, Commercial and Civic Buildings (Graeme Butler for the City of Geelong, 1993)	C258
Geelong Convention and Exhibition Centre Strategic Development Site Project (April 2023)	C456ggee
Geelong Library and Heritage Centre Redevelopment (March 2013)	C287
Geelong Ring Road – Section 4C Incorporated Document (June 2010)	C232
Geelong TAC Office Development (October 2006)	C142
Geelong Waterfront Safe Harbour Precinct Project Incorporated Document (July 2019)	C398ggee
Great Western Hotel Heritage Place 177-179 Aberdeen Street, Newtown Incorporated Plan (December 2017)	C365
Heritage and Design Guidelines (City of Greater Geelong, 1997)	NPS1
HO25 Marathon Estate Woolshed & Yard Complex Statement of Significance (City of Greater Geelong, March 2023)	C452ggee
HO126 Coronal, 7 Coronal Avenue, Newtown Statement of Significance (City of Greater Geelong, December 2022)	C452ggee
HO154 McKellar Memorial Chapel Statement of Significance (City of Greater Geelong, October 2023)	C452ggee
HO1613 McLeods Waterholes Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1613 McLeods Waterholes Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1617 Rocky Point Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1617 Rocky Point Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1618 Woollen Mills Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1618 Woollen Mills Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1620 Drysdale Commercial Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1620 Drysdale Commercial Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1622 Latrobe Terrace Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee

GREATER GEELONG PLANNING SCHEME

Name of document	Introduced by:
HO1622 Latrobe Terrace Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1623 Newtown Hill Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1623 Newtown Hill Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1624 Latrobe Terrace Shops Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1624 Latrobe Terrace Shops Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1625 Chilwell and Saffron Street Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1625 Chilwell and Saffron Street Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1626 Aberdeen, George and Skene Streets Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1626 Aberdeen, George and Skene Streets Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1627 Aphrasia Street Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1627 Aphrasia Street Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1628 Autumn Street Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1628 Autumn Street Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1630 Drumcondra and Rippleside Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1630 Drumcondra and Rippleside Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1631 The Esplanade Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1631 The Esplanade Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1632 Girton Crescent Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1632 Girton Crescent Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1633 Lawton Avenue Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1633 Lawton Avenue Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1634 Pakington Street Commercial Heritage Area Heritage Design Guidelines (City of Greater Geelong 2022)	C417ggee
HO1634 Pakington Street Commercial Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1635 Villamanta Street Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee

GREATER GEELONG PLANNING SCHEME

Name of document	Introduced by:
HO1635 Villamanta Street Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1637 Geelong Commercial Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1637 Geelong Commercial Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1638 Woolstores Industrial Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1638 Woolstores Industrial Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1639 City East Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1640 Civic Centre Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1640 Civic Centre Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1641 City South Residential Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1641 City South Residential Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1642 Early Twentieth Century Residential Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1642 Early Twentieth Century Residential Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1643 Post World War 1 Residential Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1643 Post World War 1 Residential Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1644 City South-East Residential Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1644 City South-East Residential Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1649 Flinders Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1649 Flinders Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1650 Golf Links Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1650 Golf Links Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1732 Fyans Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1732 Fyans Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1903 Wimmera Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1905 Evans Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee

GREATER GEELONG PLANNING SCHEME

Name of document	Introduced by:
HO1906 Kardinia Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1908 Belmont Heights Estate Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1909 Elderslie Estate Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1916 Aberdeen Street (Newtown) Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1917 Eyre Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1918 Hermitage Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1919 William and Margaret Streets Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1920 Shannon Avenue Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1921 Clarkes Hill Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1922 Bareena Estate Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1923 Mercers Hill Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1924 Cairns Avenue Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1925 Fairview Avenue Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1926 Bona Vista Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1958 Ballinasloe Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1959 Great Western Road Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1960 Milton Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1961 Pineville Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1962 Waterloo Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO2005 Upper Skene Street Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO2006 Newtown West Heritage Area Heritage Design Guidelines (City of Geelong, 2022)	C417ggee
HO2007 West Melbourne Road Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO2016 Austin Park and Environs Heritage Area Heritage Design Guidelines (City of Greater Geelong 2022)	C417ggee
HO2017 Myers Street Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee

GREATER GEELONG PLANNING SCHEME

Name of document	Introduced by:
HO2018 Western Beach Road Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
Horseshoe Bend Precinct Development Contributions Plan (Urban Enterprise, December 2023)	VC249
Jetty Road Urban Growth Area Stage 1 Development Contributions Plan (Urban Enterprise, December 2023)	VC249
Jetty Road Urban Growth Area Stage 2 Development Contributions Plan (Urban Enterprise, November 2024)	C387ggee
Lara West Development Contributions Plan (Urban Enterprise, December 2023)	VC249
Lara West Growth Area, Lara, Native Vegetation Precinct Plan (September 2013)	C246
Lara West Precinct Structure Plan, Revision J (25 September 2013)	C246
Little River Battery Energy Storage System (BESS) (Department of Transport and Planning, March 2025)	C466ggee
Marshall Development Contributions Plan (City of Greater Geelong, June 2025)	C278ggee
Marshall Precinct Structure Plan (City of Greater Geelong, August 2025)	C278ggee
Marshall Native Vegetation Precinct Plan (Ecology & Heritage Partners, May 2025)	C278ggee
Melbourne Geelong Interconnection Project (June 2010)	C229
Manzeene Village, Lara, Native Vegetation Precinct Plan (June 2014)	C285
Mental Health Beds Expansion Program Incorporated Document (November 2020)	GC176
Native Vegetation Precinct Plan: Armstrong Creek Town Centre Precinct (July 2021)	C399ggee
Native Vegetation Precinct Plan, Geelong Ring Road Employment Precinct (March 2013)	C243
Native Vegetation Precinct Plan, Horseshoe Bend Precinct, Armstrong Creek Urban Growth Area (July 2021)	C399ggee
Newtown Heritage Study Review Report, Volume 3 (City of Greater Geelong, 2008)	C191
New Station Estate Restructure Plan (July 2010, Amended December 2017)	C376pt1ggee
Part 1 / 250 Beach Road, Avalon, August 2022	C448ggee
Rail Gauge Standardisation Project, Integrated Approval Requirements (December 2002)	VC17
Regional Fast Rail Project, Integrated Approval Requirements (December 2002)	VC17
Rail Upgrades at Geelong Port Project (May 2010)	C211
Rippleside Comprehensive Development Plan (David Lock Associates and James D. Ramsey, February 2000)	C2
Rippleside Urban Design Guidelines (David Lock Associates and Andrew Olszewski, June 2000)	C2
Saleyards Comprehensive Development Plan (April 2023)	C434ggee
Small Lot Housing Code (Victorian Planning Authority, November 2024)	C278ggee
Specialist Training Facility Incorporated Document (June 2019)	C392ggee
Stage 5 GMHBA Stadium Development Kardinia Park Moorabool Street, Geelong South Incorporated Document (March 2021)	C423ggee

GREATER GEELONG PLANNING SCHEME

Name of document	Introduced by:
Thirteenth Beach Golf Resort, Barwon Heads Comprehensive Development Plan (Land Design Partnership, Anthony Cashmore & Associates and the Planning Group, May 2001 amended September 2006)	C54
Warrnambool Line Upgrade Incorporated Document (December 2019)	GC121
Waterfront Geelong Design and Development Code (Keys Young, July 1996)	NPS1
Waurn Ponds Train Maintenance and Stabling Facility Project Incorporated Document (May 2020)	GC104
West Fyans-Fyans Street Precinct Structure Plan (June 2009)	C205



THE CITY OF
GREATER GEELONG

MARSHALL
PRECINCT STRUCTURE PLAN

AUGUST 2025

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 being prepared.

CONTENTS

1.0 INTRODUCTION 6

1.1 Armstrong Creek Urban Growth Plan Context 11

1.2 A Clever and Creative Approach 13

1.3 How to Read this Document 15

1.4 Land to which this Precinct Structure Plan Applies 17

1.5 Background Information 17

1.6 Development Contributions Plan 18

1.7 Native Vegetation Precinct Plan 18

2.0 OUTCOMES 20

2.1 Vision 22

2.2 Objectives 23

2.3 Future Urban Structure 24

2.4 Summary Land Use Budget 25

3.0 IMPLEMENTATION 30

3.1 Character, Heritage and Housing 34

3.2 Open Space 44

3.3 Biodiversity 51

3.4 Transport and Movement 54

3.5 Integrated Water Management 62

3.6 Climate Resilient Communities 68

3.7 Circular Economy 73

3.8 Employment, Retail and Community Facilities 74

3.9 Energy and Technology 79

3.10 Delivery 84

3.10.1 Precinct Infrastructure Plan 84

3.10.2 Development Staging 98

3.10.3 Subdivision Works 102

4.0 APPENDICES 104

4.1 Property Specific Land Use Budget 106

4.2 Station Precinct Urban Design Framework Requirements and Guidelines 108

4.3 Road Design and Cross Sections 114

4.4 Canopy Cover and Tree Species List 133

4.4.1 Canopy Coverage Calculations 133

4.4.2 Marshall Precinct Structure Plan Tree Species List 135

5.0 GLOSSARY 145

6.0 REFERENCES 147

6.1 Abbreviations 149

6.2 Background Studies 150

TABLES & PLANS

TABLE

T1. Summary Land Use Budget 26

T2. Residential Development Yield 28

T3. Location by Preferred Housing Typology 42

T4. Open Space Delivery Guide 52

T5. Integrated Water Management Asset Summary 66

T6. Vegetation Classification of Bushfire Hazard Area and Setbacks for Habitable Buildings to Achieve Bal 12.5. 72

T7. Vegetation Classification Criteria as per AS3959 2018 72

T8. Anticipated Employment Creation in the Precinct 77

T9. Precinct Infrastructure Plan 86

T10. Property Specific Land Budget 106

PLAN

P1. Regional Context 10

P2. Armstrong Creek Growth Area Framework Plan 12

P3. Marshall Precinct Local Context 16

P4. Precinct Features 19

P5. Future Urban Structure 24

P6. Precinct Land Use Budget 29

P7. Character, Heritage and Housing 43

P8. Open Space and Biodiversity 49

P9. Native Vegetation Precinct Plan 53

P10. Road Network and Public Transport 60

P11. Active Transport Network 61

P12. Integrated Water Management 67

P13. Bushfire Classifications 71

P14. Employment, Retail and Community Facilities 78

P15. Utility Services 83

P16. Precinct Infrastructure Plan 85

P17. Development Staging Plan 100

P18. Station Precinct 109

1.0

INTRODUCTION

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

1.0 INTRODUCTION

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

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

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

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

The PSP:

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

The PSP is informed by:

- the Planning Policy Framework as set out in the Greater Geelong Planning Scheme;
- ACUGP (revised 2015);
- Plan Melbourne, 2017-2050 (Victorian Government, 2017);
- Precinct Structure Plan Guidelines (VPA 2024);
- The G21 Regional Growth Plan (Geelong Region Alliance, 2013);
- Greater Geelong Settlement Strategy (August 2020);
- Marshall PSP background studies (listed in Appendix 6.2).

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

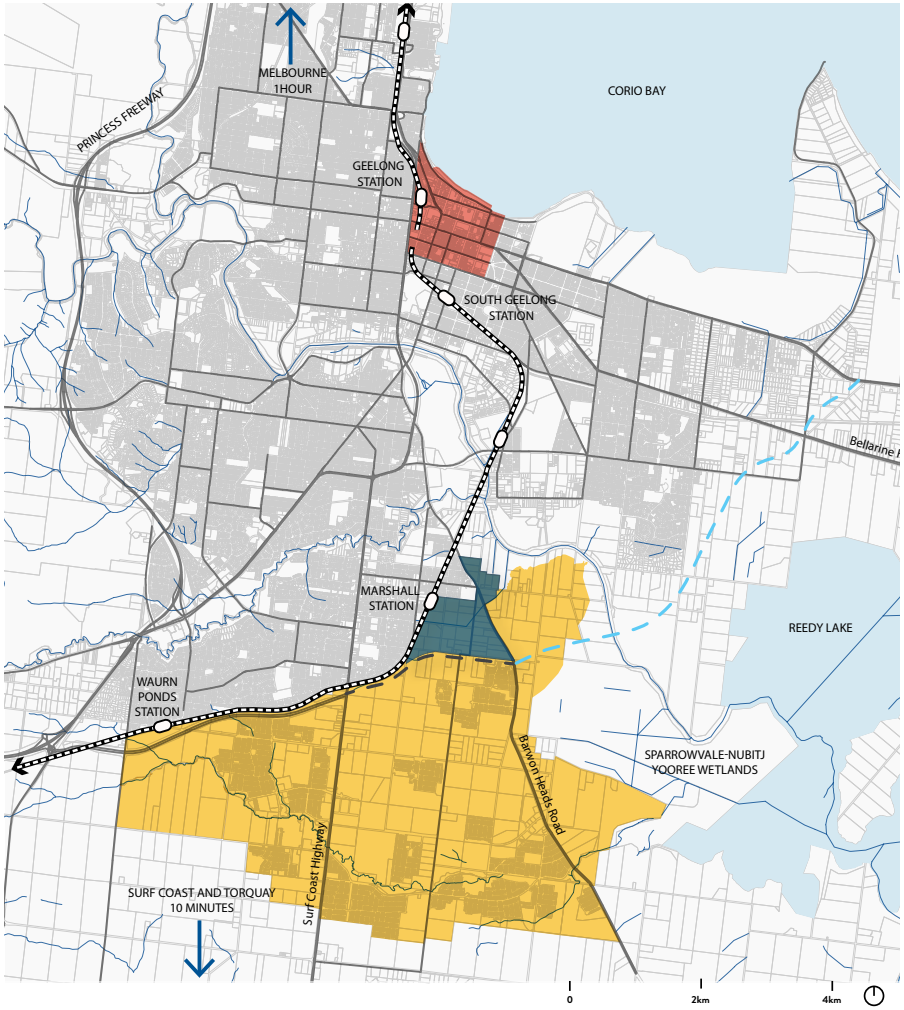
- Marshall PSP Background Report (August 2025);
- Marshall Development Contributions Plan (MDCP) (June 2025);
- Marshall Native Vegetation Precinct Plan (NVPP), (May 2025).

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

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

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

P1. REGIONAL CONTEXT



KEY

- Marshall Boundary
- Central Geelong
- Armstrong Creek Urban Growth Area
- Waterway / Drainage line
- Railway and Station
- Arterial Road
- Proposed Bellarine Link
- Bellarine Link Future Stage

1.1 ARMSTRONG CREEK URBAN GROWTH PLAN CONTEXT

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

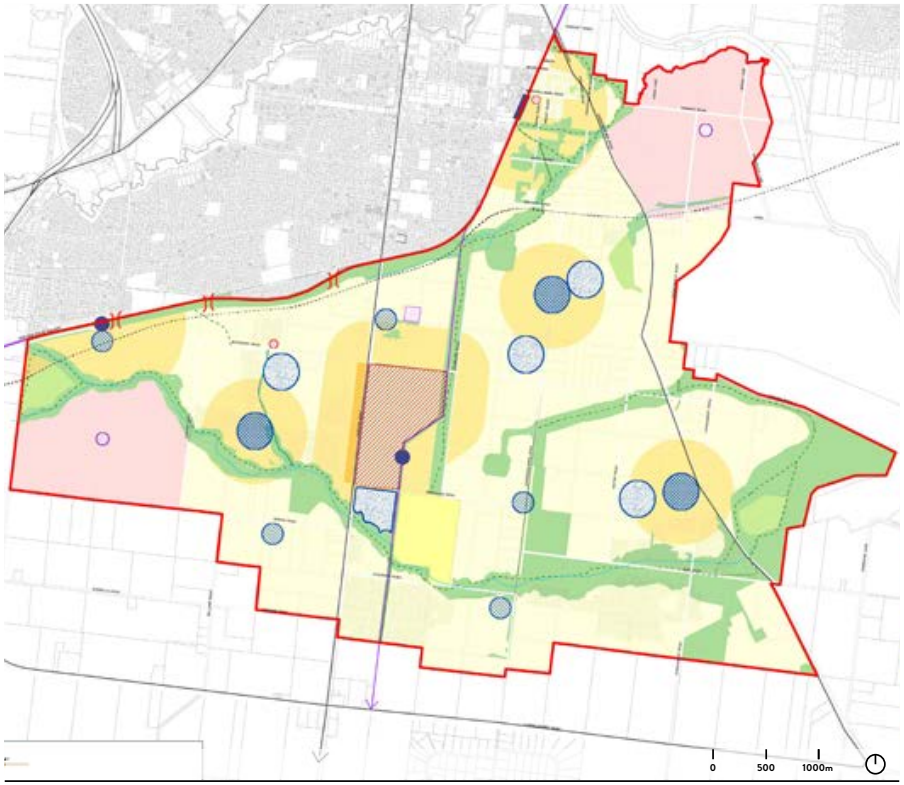
The Armstrong Creek Urban Growth Area is the largest contiguous growth area in Victoria, consisting of 2,500 hectares of developable land, and is one of the largest growth fronts in the country. The area was originally designated as a growth corridor in the 1980s by the Geelong Regional Commission and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

At completion, ACUGA will:

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

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

P2. ARMSTRONG CREEK GROWTH AREA FRAMEWORK PLAN



KEY

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

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. The PSP includes guidelines to achieve and maintain a zero carbon footprint by addressing emissions across the design, construction and ongoing operations of the precinct.

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

CREATING ZERO WASTE COMMUNITIES

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

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

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

CONNECTIVITY

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

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

MAXIMISING CANOPY COVERAGE

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

SUPPORTING COMPACT HEALTHY NEIGHBOURHOODS

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

1.2 A CLEVER & CREATIVE APPROACH

HOUSING CHOICE AND DIVERSITY

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

AN INTEGRATED APPROACH TO MANAGING WATER

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

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

PROTECTING BIODIVERSITY

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

ENABLING SMART CITIES

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

1.3 HOW TO READ THIS DOCUMENT

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



1 STEP.
REVIEW THE URBAN GROWTH ZONE SCHEDULE

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



2 STEP.
UNDERSTANDING THE VISION & OBJECTIVES

A permit application and subsequent planning permit must respond to and implement the PSP vision and objectives outlined in Section 2.



3 STEP.
IMPLEMENTATION

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

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

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

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

The themes are:

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

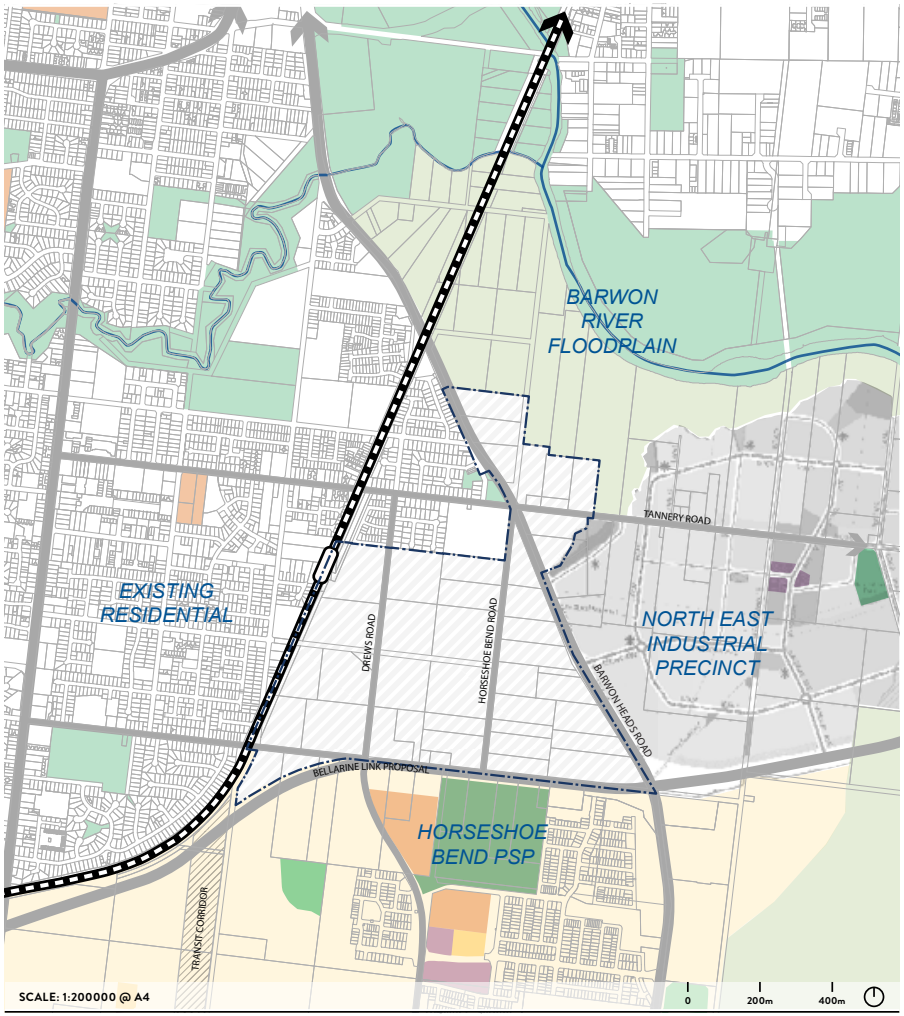


4 STEP.
OTHER CONSIDERATIONS

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

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

P3. MARSHALL PRECINCT LOCAL CONTEXT



KEY

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

1.4 LAND TO WHICH THIS PRECINCT STRUCTURE PLAN APPLIES

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

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

1.5 BACKGROUND INFORMATION

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

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

1.6 DEVELOPMENT CONTRIBUTIONS PLAN

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

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

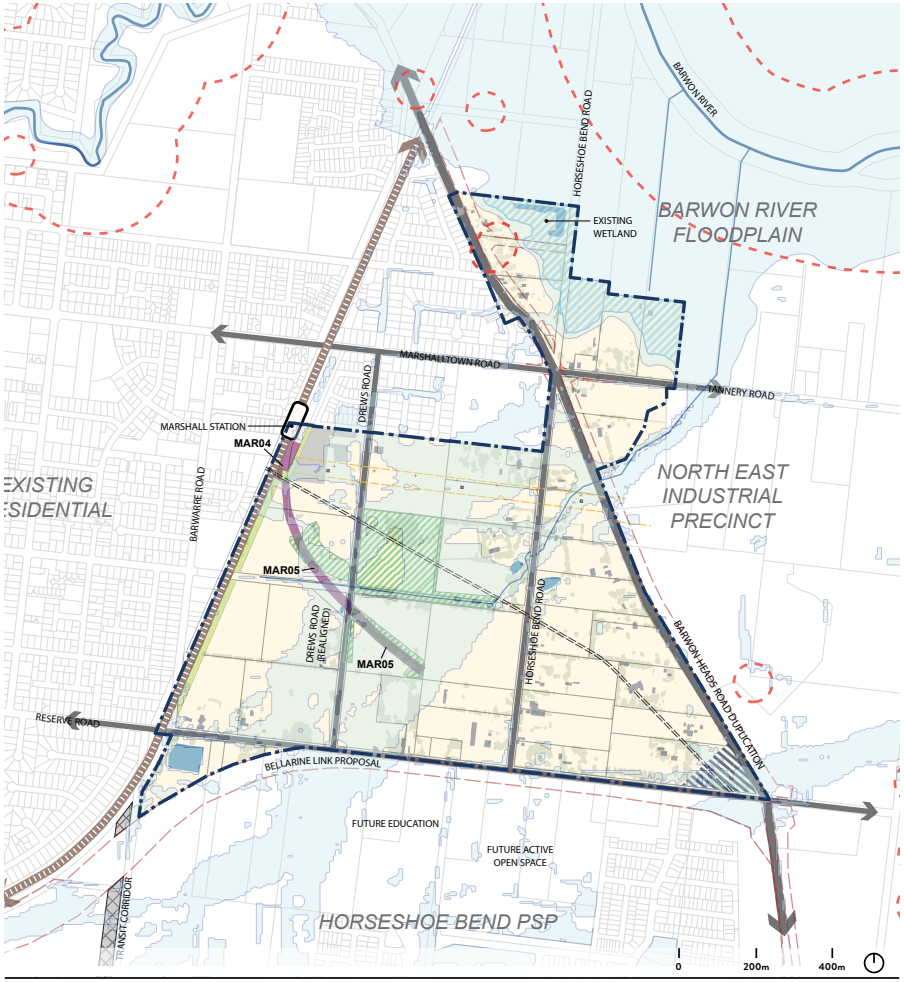
1.7 NATIVE VEGETATION PRECINCT PLAN

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

The NVPP identifies:

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

P4. PRECINCT FEATURES



KEY

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

Bushfire Prone Area – All Precinct is Bushfire Prone

2.0

OUTCOMES

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

2.1 VISION

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

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

The vision for PSP is illustrated in Plan 5 Future Urban Structure.

2.2 OBJECTIVES

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

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

2.3 FUTURE URBAN STRUCTURE

P5. FUTURE URBAN STRUCTURE



KEY

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

CONTEXT

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

LAND USE

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

MOVEMENT

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

2.4 SUMMARY LAND USE BUDGET

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

The Gross Developable Area (GDA) of the precinct is 122.960 hectares, 56.3% of which is available for development. This translates to a Net Developable Area (NDA) of 69.23 hectares, of which 66.612 hectares are residential/mixed use. 2.618 hectares of land within Marshall PSP is available for Commercial and Bulky Goods development. Plan 6 Precinct Land Use Budget shows the land uses from property to property within the precinct.

Table 2 Residential Development Yield shows the calculations of estimated residential development. Based on an average minimum residential development yield of 30 dwellings per net developable hectare, Marshall PSP will generate upwards of 1,661 dwellings to accommodate approximately 4,000-5,000 new local residents.

T1. SUMMARY LAND USE BUDGET

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

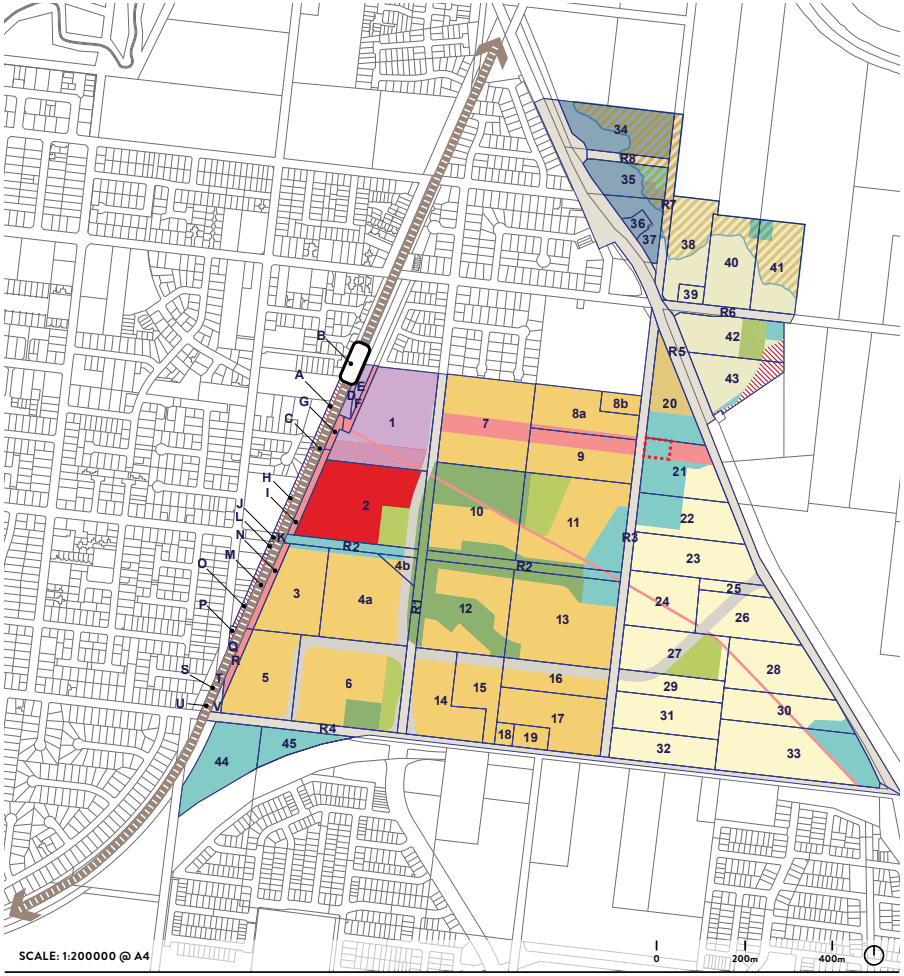
DESCRIPTION	HECTARES	% OF PRECINCT
TOTAL PRECINCT AREA (HA)	**122.960**	**100%**
TRANSPORT		
Arterial Road	5.949	4.84%
Arterial Road Intersection (Barwon Heads Road)	0.674	0.55%
Arterial Road Intersection (Bellarine Link)	0.576	0.47%
Arterial Road Intersection (HSB/Drews/Reserve Road)	0.251	0.20%
Connector Road Intersection	0.619	0.50%
Drews Road Connector Road	1.39	1.13%
East-West Connector Road	2.517	2.05%
Existing Rail Reserve	1.78	1.45%
Part of Transport or Barwon Water Easement	0.692	0.56%
Retained Existing Road Reserve	5.321	4.33%
Transport Hub	4.151	3.38%
SUB TOTAL TRANSPORT	**23.750**	**19.35%**
OPEN SPACE		
UNCREDITED OPEN SPACE		
Barwon Water Easements Adjacent to Rail Reserve	1.173	0.95%
Conservation	7.538	6.13%
Drainage (Within Existing Road Reserve)	0.699	0.57%
Drainage (Within High Voltage Electricity Utility Easement)	0.246	0.20%
Flood Overlay Land	4.876	3.97%
High Voltage Electricity Utility Easement	2.275	1.85%
Main Outfall Sewer Utility Easement	0.807	0.66%
Waterway, Wetland And Drainage Reserve	8.794	7.15%
SUB TOTAL UNCREDITED OPEN SPACE	**26.409**	**21.48%**
CREDITED OPEN SPACE		
Local Park	3.404	2.77%
SUB TOTAL CREDITED OPEN SPACE	**3.404**	**2.77%**
SUB TOTAL OPEN SPACE	**29.813**	**24.25%**

TOTAL NET DEVELOPABLE AREA	HECTARES	% OF PRECINCT
TOTAL NET DEVELOPABLE AREA (NDA) HA	**69.230**	**56.30%**
TOTAL NET DEVELOPABLE AREA – STATION PRECINCT HA	**3.543**	**2.88%**
TOTAL NET DEVELOPABLE AREA – RESIDENTIAL (NDAR) HA	**63.069**	**51.292%**
TOTAL NET DEVELOPABLE AREA – EMPLOYMENT (NDAE) HA	**2.618**	**5.129%**

T2. RESIDENTIAL DEVELOPMENT YIELD

DESCRIPTION		APPLIED ZONE	NDA (HA)	MINIMUM DENSITY (DWELLINGS/HA)	MINIMUM FORECAST DWELLINGS
Station Precinct		MUZ	3.543	50	177
Medium-Higher Density Residential	Within 400m catchment of Station Precinct	RGZ1	36.383	30	1030
	Beyond 400m catchment of Station Precinct			25	
Conventional Residential		GRZ1	26.686	17	454
TOTAL NET DEVELOPABLE AREA (NDA) HA			**69.23**		**1661**

P6. PRECINCT LAND USE BUDGET



KEY

CONTEXT
- Property Boundary
- #12 Armstrong Creek Precinct Boundary

EXCLUDED & ENCUMBERED LAND
- Land excluded from Land Budget (NEIP PSP Area) *
- Existing Road Reserve Retained as Road
- Conservation Reserve
- Utilities Easements
- Drainage Reserve
- Station & Carpark TRZ1
- Proposed DCP Connector Road
- Barwon River Floodplain
- Drainage area included on Transmission Easement

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

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

3.0

IMPLEMENTATION

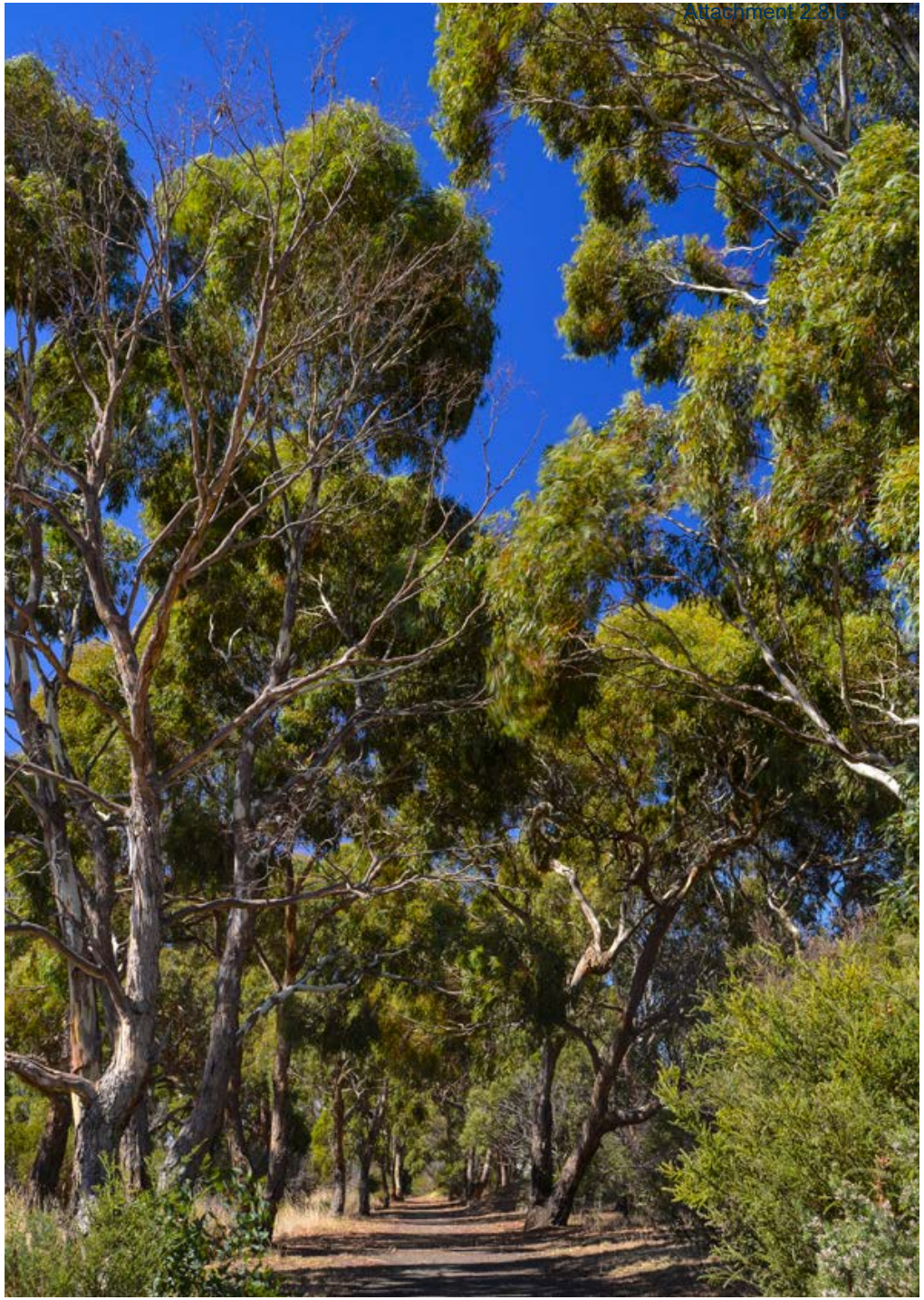
3.0	Implementation	32
3.1	Character, Heritage and Housing	34
3.2	Open Space	44
3.3	Biodiversity	51
3.4	Transport and Movement	54
3.5	Integrated Water Management	62
3.6	Climate Resilient Communities	68
3.7	Circular Economy	73
3.8	Employment, Retail and Community Facilities	74
3.9	Energy and Technology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

3.0 IMPLEMENTATION

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

THE THEMES ARE:

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



3.1 CHARACTER, HERITAGE AND HOUSING

CHARACTER REQUIREMENTS

R1

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

R2

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

R3

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

R4

Trees in parks and streets must be:

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

R5

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

R6

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

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

To the satisfaction of the Responsible Authority

R7

Subdivision of land and internal road design must provide:

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

R8

All subdivisions and development abutting arterial roads and the Railway line, are required to provide an internal local road and lot fronting the Bellarine Link, Barwon Heads Road and the Geelong to Warrnambool Railway Line, unless the development site is practically constrained by its dimensions and an alternative design will achieve passive surveillance of the public realm without compromising the amenity of future building occupants.

R9

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

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

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

3.1 CHARACTER, HERITAGE AND HOUSING

CHARACTER GUIDELINES

G1

With respect to tree planting:

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

To the satisfaction of the Responsible Authority.

G2

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

G3

With respect to general subdivision design:

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

To the satisfaction of the Responsible Authority.

G4

With respect to fencing:

- Side fencing to public places should be at least 25% permeable and should not exceed 1.5 metres in height; and,
- Lots should not be designed with back fences facing roads, the rail line, open space, conservation areas, waterways and drainage, electricity and water easements.

G5

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

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

To the satisfaction of the Responsible Authority.

3.1 CHARACTER, HERITAGE AND HOUSING

HERITAGE REQUIREMENTS

R10

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

HERITAGE GUIDELINES

G6

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

HOUSING DIVERSITY, DENSITY & CHOICE REQUIREMENTS

R11

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

R12

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

R13

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

R14

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

R15

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

The above requirement does not apply to:

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

The Strategy must address the following:

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

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

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

3.1 CHARACTER, HERITAGE AND HOUSING

HOUSING DIVERSITY, DENSITY & CHOICE REQUIREMENTS

R16

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

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

R17

Deleted

R18

Deleted

R19

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

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

HOUSING DIVERSITY, DENSITY & CHOICE GUIDELINES

G7

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

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

G8

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

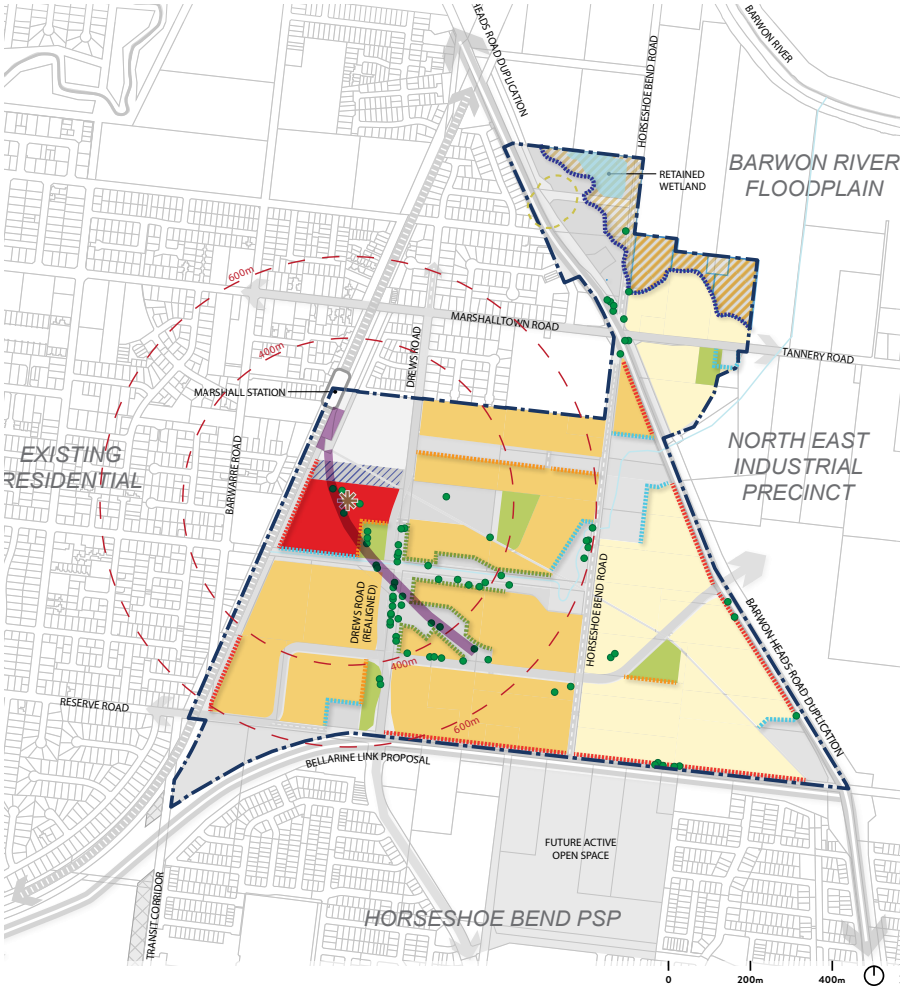
G8-A

Prior to the certification of a plan of subdivision for the first stage of residential subdivision, Residential ESD Design Guidelines should be prepared and submitted to the satisfaction of the Responsible Authority. Preparation of the Guidelines should consider any relevant policies and strategies developed by the City of Greater Geelong and the Victorian Government. The Residential ESD Design Guidelines should be applied as a restriction on the relevant plan of subdivision.

T3. LOCATION BY PREFERRED HOUSING TYPOLOGY

SUB PRECINCT	APPLIED ZONE	HOUSING TYPES
Station Precinct	Mixed Use	• Multi-unit apartments. • Limited multi-unit terraces, row houses and villas.
Medium-Higher Density Residential	Residential Growth	• Some multi-unit apartments in areas of higher amenity. • Small lot housing including townhouses, attached, semidetached and some detached houses.
Conventional Residential	General Residential	• A mix of small lot housing including townhouses, attached, semidetached and detached houses. • Dual occupancies and duplexes. • Smaller dwellings to be located in areas of highest amenity (i.e. facing open spaces).

P7. CHARACTER, HERITAGE AND HOUSING



KEY

CONTEXT
- Precinct Boundary
- Railway and Station

LANDUSE
- Conventional Residential
- Medium/Higher Density Residential
- Mixed Use - High Density Residential
- Potential expansion of the Station Mixed use Precinct should the Head, Transport for Victoria determine the land is no longer required for TRZ1 purposes

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

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

3.2 OPEN SPACE

REQUIREMENTS

R20

Unencumbered land for public open space must (subject to R21) be provided in the locations identified in Plan 8 Open Space and Biodiversity, Table 1 Summary Land Budget and Table 4 Open Space Delivery Guide (LP01, LP02, LP03, LP04 and LP05). Open Space Contributions will be based on this table.

R21

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

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

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

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

R22

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

R23

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

R24

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

R25

Any subdivision or development application that includes a local park (LP01, LP02, LP03, LP04 and /or LP05 as identified on Plan 8) must provide a concept plan showing the contours and the area required for proposed recreational elements including playgrounds, shelters, landscaping, paths and accompanying seating areas to the satisfaction of the Responsible Authority.

R26

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

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

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

R27

The open space network must:

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

To the satisfaction of the Responsible Authority.

R28

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

- Removal of all existing and disused structures, foundations, pipelines, and stockpiles, excluding those structures recognised in the heritage register;
- Clearing of rubbish and non-native vegetation (weeds), levelled, topsoiled and grassed with warm climate grass. Non-native trees that are not considered environmental weeds should be retained in open space unless removal is required to facilitate open space outcomes.
- Remediation of any contamination;
- Provision of water tapping, potable and recycled water connection points. Sewer connection points shall also be provided to land identified as a community facility;
- Landscaping, including the provision of drought resistant trees and shrubs listed in Section 4.4 Indicative Street Tree Planting;
- Provision of vehicular exclusion devices (fence, bollards, or other suitable method) and maintenance access points;
- Installation of park furniture including shelters, furniture, rubbish bins, local scale playground equipment, local scale play areas, drinking fountains and kick about spaces and appropriate paving to support these facilities, consistent with the type of public open space listed in Table 4 Open Space Delivery Guide;
- Appropriate boundary fencing where the public open space abuts private land, or as required by the Responsible Authority; and,
- All trees nominated for retention (regardless of their status) must be independently assessed by a suitably qualified arborist (min AQF L5) to ensure that they are worthy of being a material constraint to the development and fit for purpose to the satisfaction of the Responsible Authority.

R29

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

R30

All lots must:

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

R31

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

3.2 OPEN SPACE

GUIDELINES

G9

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

- Open spaces to be designed and developed to assist in promoting a 'sense of place' and community for people of all ages, providing opportunities to meet and interact in appropriate spaces in suitable ways and times.
- All parks should be located, designed and developed generally in accordance with the relevant description in Table 4 Open Space Delivery Guide, unless otherwise approved by the Responsible Authority.
- Installation of park furniture, play equipment, kick-about spaces and appropriate paving to support these facilities is to be consistent with the classification and hierarchy of the open space as listed in Table 4 and the City's Sustainable Communities Infrastructure Development Guidelines and all relevant updates.
- Design and layout of waterway corridors and other encumbered open space to maximise the potential for integration of recreational uses, utility infrastructure and storm water quality assets, where it does not conflict with the primary function of the land.
- Trees at 75% maturity to shade no less than 25% of the open space.
- Where fencing of local parks is required, it can be low-scale and be designed to guide appropriate movement and access rather than as a barrier. Design and materials shall complement the park setting.
- Path networks associated with open space to include way finding signage which clearly identifies key destinations and communicates necessary information to all users.
- Open space to cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities.
- Any pedestrian link through a dedicated trail, drainage reserve or adjoining the road network to include a provision of park seating at appropriate intervals.
- Must meet one or more criteria applicable to low threat vegetation in Table 7 Vegetation Classification Criteria as per AS3959 2018
- Refer to Section 4.4.2 Indicative Tree Planting for appropriate tree planting in open space and other environments.

G10

With respect to interface with conservation areas and biodiversity:

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

G11

With respect to boundary with roads:

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

G12

With respect to adjacent development:

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

G13

With respect to integrated water management:

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

G14

With respect to structures:

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

G15

With respect to public safety:

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

3.2 OPEN SPACE

GUIDELINES

G26

With respect to landscape character:

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

G17

With respect to other elements and infrastructure:

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

G18

With respect to signs and furniture:

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

G19

With respect to water sensitive urban design:

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

P8. OPEN SPACE AND BIODIVERSITY



KEY

CONTEXT

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

OPEN SPACE

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

T4. OPEN SPACE DELIVERY GUIDE

TITLE	AREA (HA)	TYPE	LOCATIONAL ATTRIBUTES	DELIVERY RESPONSIBILITY
LP01 Northern Local Park	0.975	Passive open space (Credited)	Adjacent to fenced Conservation Reserve (CR03) and integrated with SUP04.	Development Proponent
LP02 Eastern Local Park	0.799	Passive open space (Credited)	Adjacent to East West Connector Road with good access to SUP04.	Development Proponent
LP03 Southern Local Park	0.582	Passive open space (Credited)	Adjacent to East West Connector Road, Drews Road and fenced Conservation Reserve (CR05), and integrated with SUP05.	Development Proponent
LP04 Station Precinct Local Park	0.547	Passive open space (Credited)	Integrated with Station Precinct UDF and protection of existing native trees.	Development Proponent
LP05 Tannery Road Local Park	0.500	Passive open space (Credited)	Facing Tannery Rd and integrated with SBRB03.	Development Proponent
CR01 Smith Street Greenway	0.435	Conservation Reserve (Uncredited)	Contains remnant vegetation and environmental values to be protected. Located directly north of LOS01.	Development Proponent
LOS01 Smith Street Greenway	0.766	Linear Open Space (Uncredited)	Smith Street road reserve between Drews Road and SB01, inclusive of walking trail (SUP01).	Development Proponent
CR02 Drews Road Greenway	0.255	Conservation Reserve (Uncredited)	Contains remnant vegetation and environmental values to be protected. Located directly east of LOS02.	Development Proponent
LOS02 Drews Road Greenway	0.764	Linear Open Space (Uncredited)	Drews Road road reserve (to be closed to vehicles) located north of East-West Connector Road and parallel to new realigned road, Inclusive of SUP05.	Development Proponent
CR03 Northern Conservation	2.027	Conservation Reserve (Uncredited)	Contains remnant vegetation and environmental values to be protected. Located adjacent to LP01.	Development Proponent
CR04 Southern Conservation	2.158	Conservation Reserve (Uncredited)	Contains remnant vegetation and environmental values to be protected. Located south of LOS01 including at historic racecourse railway area.	Development Proponent
CR05 Reserve Road Conservation	0.506	Conservation Reserve (Uncredited)	Contains remnant vegetation and environmental values to be protected. Located adjacent to LP03 and Reserve Road.	Development Proponent
E01 Barwon Water Main Outfall Sewer	0.807	Existing Easement (Uncredited)	6m wide easement running diagonally through the centre of the precinct. SUP04 located adjacent to sections of the easement.	Development Proponent
E02 High Voltage Transmission Line Easement	2.276	Existing Easement (Uncredited)	40m wide AusNet easement running east – west through the northern portion of the precinct. SUP02 located within easement along northern edge.	Development Proponent
E03 Barwon Water Easement	1.181	Existing Easement (Uncredited)	Shared user path parallel to railway line connecting Marshall Station Precinct to Reserve Road.	Responsible State Government Transport Authority

3.3 BIODIVERSITY

REQUIREMENTS

R32

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

R33

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

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

R34

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

- Designed to integrate with surrounding open space to form a contiguous linear connection allowing for wildlife migration.
- Provision of appropriate low scale and permeable, permitting suitable access, surveillance and public safety.
- Existing hydrological conditions are to be maintained, including but not limited to, the provision of a background hydrology drainage system from surrounding areas of urban development. All delivery infrastructure shall result in zero disturbance to vegetation.
- Provision of interpretive signage informing the biodiversity value of the conservation area, including but not limited to, a requirement for no domestic animal intrusion.
- Public lighting must be designed and baffled to prevent light spill and glare within and adjacent to the Conservation Reserve, unless otherwise agreed.
- Public paths or service infrastructure shall be designed and located at the edge of the Conservation Reserve, or in a location that results in zero disturbance to vegetation.
- No utility services to be located within Conservation Reserve or Greenways. No additional services in Greenways.
- Buffers are required around areas of conservation.

To the satisfaction of the Responsible Authority.

R35

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

R36

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

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

3.3 BIODIVERSITY

REQUIREMENTS

R37

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

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

To the satisfaction of the Responsible Authority

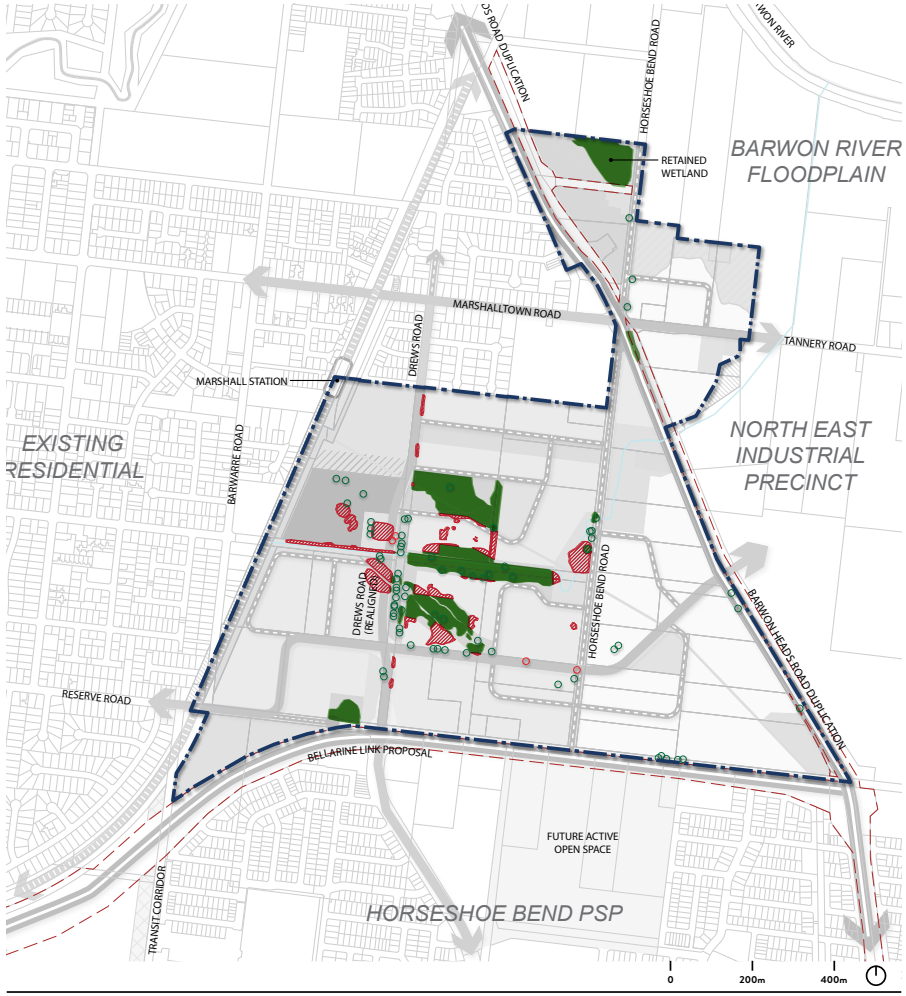
GUIDELINES

G20

With respect to R33, a conservation reserve concept plan should address:

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

P9. NATIVE VEGETATION PRECINCT PLAN



KEY

CONTEXT

- Precinct Boundary
- Railway and Station

NATIVE VEGETATION

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

3.4 TRANSPORT AND MOVEMENT

ROAD & RAIL NETWORK REQUIREMENTS

R38

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

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

To the satisfaction of the Responsible Authority.

R39

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

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

To the satisfaction of the Responsible Authority.

R40

With respect to Barwon Heads Road, development must:

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

To the satisfaction of the Responsible Authority.

R41

The connector street network must be located as per the alignment shown in Plan 10 and include:

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

R42

The local street network in subdivision proposals must:

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

3.4 TRANSPORT AND MOVEMENT

ROAD & RAIL NETWORK REQUIREMENTS

R43

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

R44

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

R45

Vehicle access to lots fronting arterial roads must be provided from a local service frontage road in accordance with the appropriate cross section in Section 4.3 unless the development site is practically constrained and an alternative access arrangement is appropriate.

R45-A

If vehicle access/ egress is permitted from the arterial road network, development design must prevent vehicles from continuing through to the internal road network.

R46

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

ROAD & RAIL NETWORK GUIDELINES

G21

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

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

Alternative cross sections shall ensure that:

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

G22

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

ROAD & RAIL NETWORK GUIDELINES

G23

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

G24

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

G25

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

G26

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

G27

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

G28

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

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

G29

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

G30

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

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

3.4 TRANSPORT AND MOVEMENT

ACTIVE TRANSPORT NETWORK REQUIREMENTS

R47

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

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

To the satisfaction of the Responsible Authority.

R48

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

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

To the satisfaction of the Responsible Authority.

R49

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

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

R50

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

R51

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

PUBLIC TRANSPORT REQUIREMENTS

R52

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

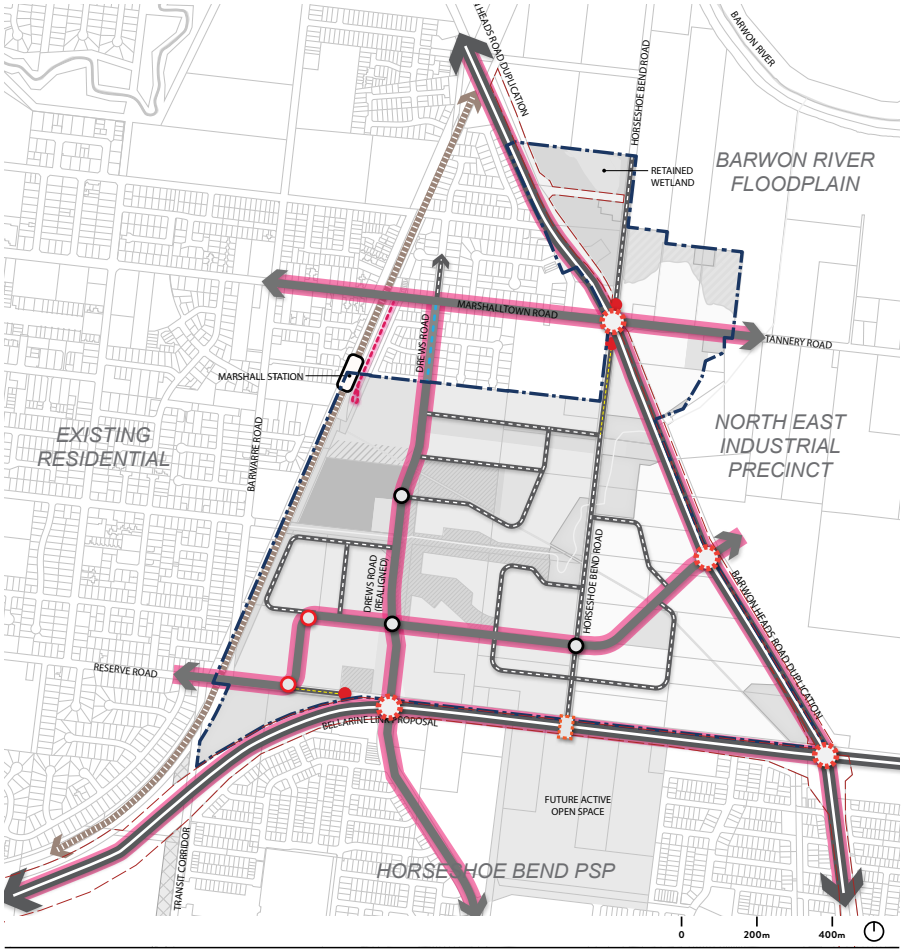
R53

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

R54

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

P10. ROAD NETWORK AND PUBLIC TRANSPORT



KEY

Refer to Appendix for Cross Section Concepts and Location Map.

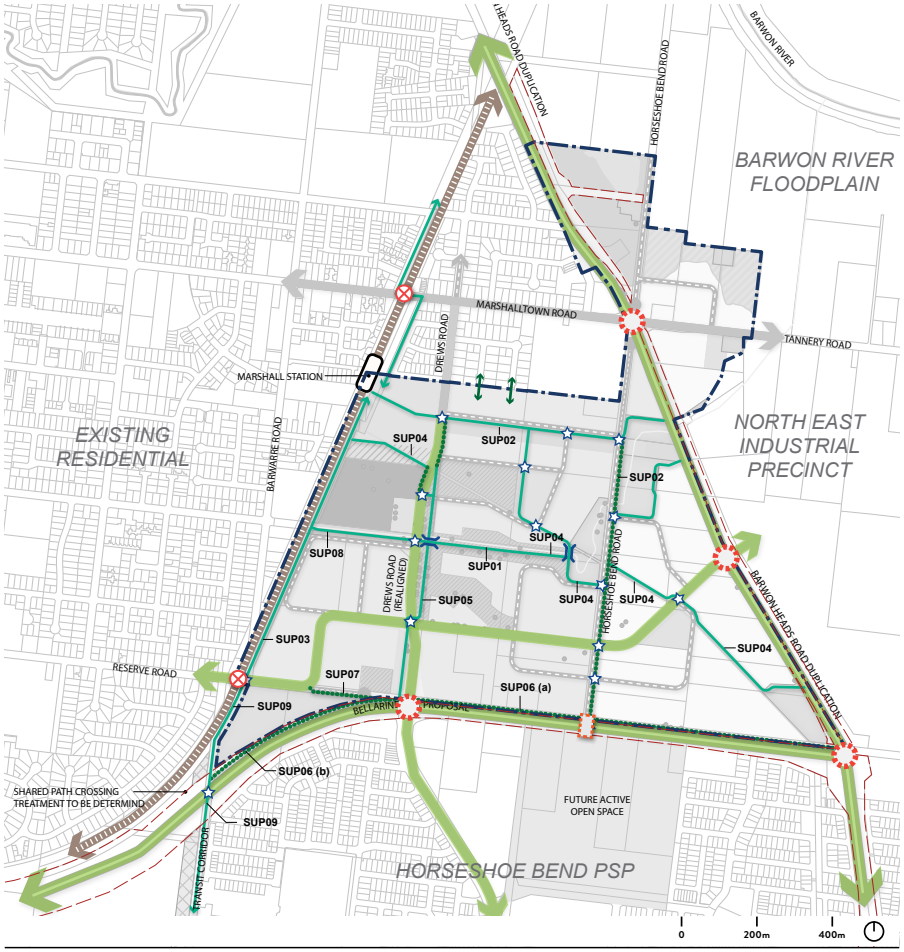
CONTEXT

- Precinct Boundary
- Railway and Station

MOVEMENT

- Arterial Road
- Connector Street
- Connector Street (Modified)
- Local Access Street
- Station Precinct Road (Refer to Concept Plan)
- Local Access Street (No Through Road)
- Bus Capable Road
- Bus Access Route to Station
- Road Truncation
- Roundabout
- Potential Roundabout
- Signalised Intersection
- Major Road Project
- Signaled Crossing

P11. ACTIVE TRANSPORT NETWORK



KEY

CONTEXT

- Precinct Boundary
- Railway and Station

MOVEMENT

- On-Road Bike Lanes
- Off-Road 3m Shared Path
- Shared Path within Road Reserve (Refer to Cross Sections)
- Proposed Pedestrian Access from Outside of Precinct
- Signalised Intersection
- Pedestrian Signal
- Rail Level Crossing
- Major Road Project
- Shared Path Bridge
- Shared Path Crossing (pedestrian and cyclist priority treatment to be provided)

3.5 INTEGRATED WATER MANAGEMENT

REQUIREMENTS

R55

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

R56

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

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

To the satisfaction of the Responsible Authority.

R57

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

R58

The final layout and design of stormwater infrastructure including but not limited to; constructed waterways, wetlands, retarding basins, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be designed to the satisfaction of the Responsible Authority and include appropriate measures to mitigate the risk of erosion. Consideration of locating stormwater projects DR07/SBRB03 adjacent to Marshall Creek may be undertaken at the permit application stage having regard to the North East Industrial Precinct stormwater strategy and the consent of any affected owners.

R59

Stormwater runoff from the development must meet or exceed the performance objectives of the *Best Practice Environmental Management Guidelines for Urban Stormwater Management* (1999) and the EPA Publication 1739.1: *Urban stormwater management guidelines* (2021) prior to discharge to receiving waterways as outlined on Plan 12 Integrated Water Management, unless otherwise approved by the Responsible Authority.

R60

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

R61

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

R62

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

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

R63

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

R64

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

- Creating appropriate hydrology for retaining wetlands within the landscape, and improving habitat for native wildlife such as Growling Grass Frogs and Latham's Snipe, in accordance with *Growling Grass Frog Habitat Design Standards, March 2017 (Ensure WW05 is located and designed to maintain hydrological conditions for habitat protection of the farm dam on 31-39 Tannery Road.)*;
- Creating wetlands and biobasins which are constructed early in the development process to ensure flows are managed and treated appropriately prior to discharge throughout the entire life of the development of the Marshall PSP;
- Developing hydrological regimes that maintain fauna habitats (e.g. supporting aquatic vegetation, semi-aquatic vegetation, as well as terrestrial vegetation), encourage native fish passage, and provide a suitable hydrological regime to manage pest animals. This can include periods of drying to kill predatory exotic fish such as Eastern Gambusia.
- Designing wetlands (and possibly water treatment facilities such as the retarding basins/biobasins) to be connected through a series of ponds, and to incorporate desirable and varied water depths and habitat variability (including swales which may be preferred by Latham's Snipe);
- Designing hydraulic structures consistent with *Growling Grass Frog Crossing Design Standards* (DELWP, 2017).

R65

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

R66

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

R67

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

3.5 INTEGRATED WATER MANAGEMENT

REQUIREMENTS

R68

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

R69

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

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

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

All to the satisfaction of the Responsible Authority.

R70

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

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

R71

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

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

The Asset Maintenance Plan must outline:

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

R72

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

GUIDELINES

G31

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

G32

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

G33

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

G34

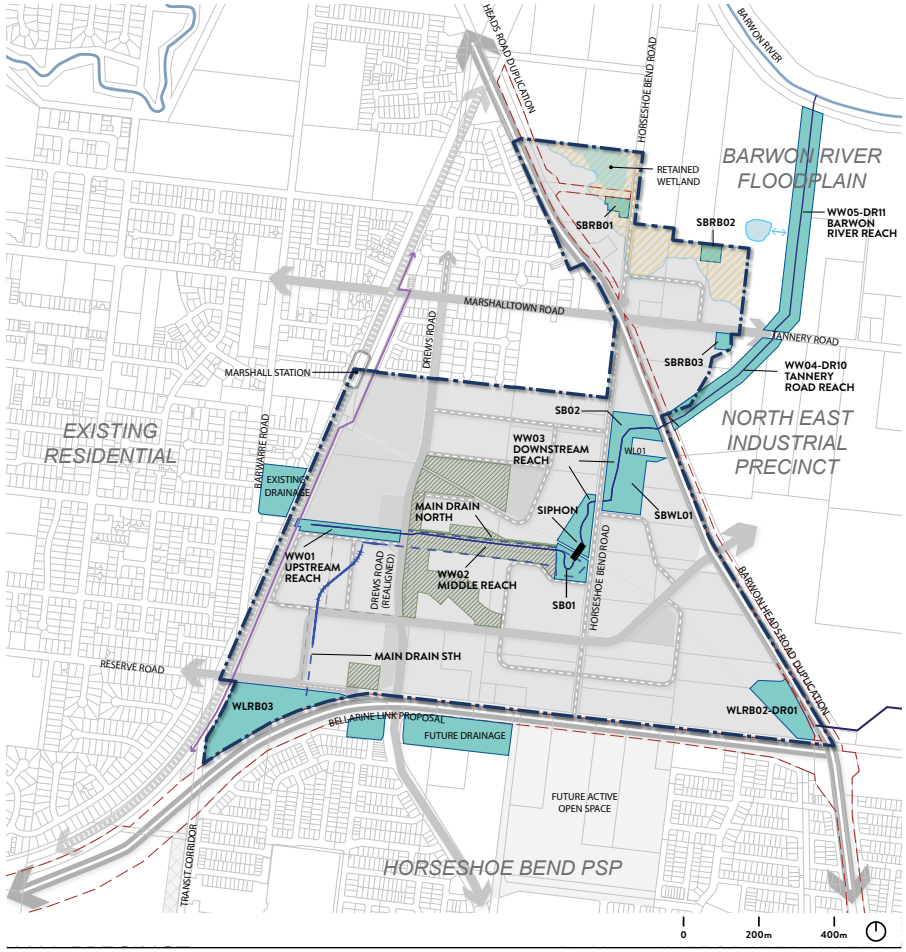
Streets are the primary interface between development and waterways /waterbodies. Public open space and lots with a direct frontage may be provided as a minor component of the waterway interface only where necessary for logical subdivision design. Where lots with direct frontage are provided, a set back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

T5. INTEGRATED WATER MANAGEMENT ASSET SUMMARY

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

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

P12. INTEGRATED WATER MANAGEMENT



KEY

Note: While the main drains are shown located in conservation area, this will ultimately be located in future road reserves.

CONTEXT

- Precinct Boundary
- Railway and Station

INTEGRATED WATER MANAGEMENT

- Flood Overlay
- Drainage Asset
- Proposed Main Drain - Indicative Location
- Waterway/Drainage Line
- Existing Water Pipe
- Existing farm dam and proposed connection

3.6 CLIMATE RESILIENT COMMUNITIES

URBAN HEAT & TREE CANOPY COVER REQUIREMENTS

R73

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

R74

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

R75

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

R76

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

R77

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

URBAN HEAT & TREE CANOPY COVER GUIDELINES

G35

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

G36

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

G37

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

G38

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

G39

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

3.6 CLIMATE RESILIENT COMMUNITIES

BUSHFIRE RESILIENCE REQUIREMENTS

R78

Where a lot capable of accommodating a dwelling is adjacent to a bushfire threat area identified on Plan 13 Bushfire Classifications, a suitable road or other low-threat design mechanism must be provided between the bushfire threat area and the lot on which the dwelling may be developed, to the satisfaction of the Responsible Authority.

R79

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

Residential subdivision adjacent to the bushfire threat areas shown on Plan 13 Bushfire Classifications must provide safe egress routes away from the bushfire threat area to the satisfaction of the Responsible Authority and the CFA.

R80

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

BUSHFIRE RESILIENCE GUIDELINES

G40

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

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

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

G41

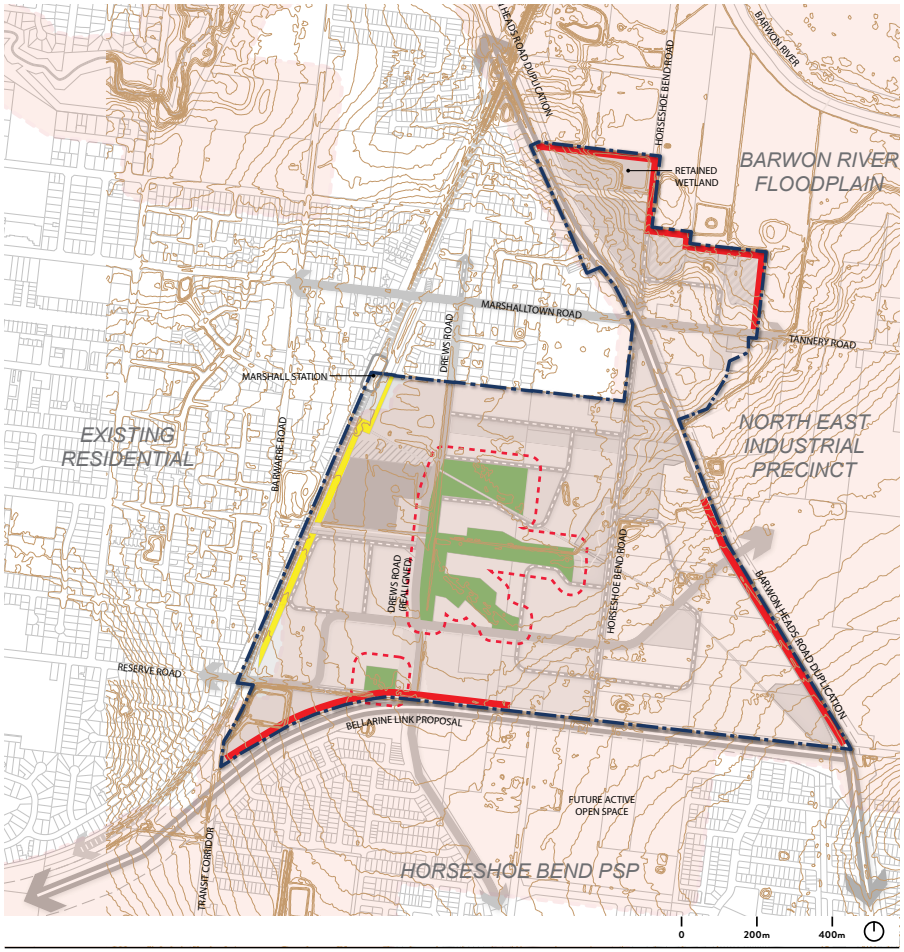
Landscape design and plant selection in open spaces, including waterways and drainage corridors should not increase bushfire risk.

G42

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

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

P13. BUSHFIRE CLASSIFICATIONS



KEY

CONTEXT

- Precinct Boundary
- Railway and Station
- Contours 0.5m

BUSHFIRE THREATS

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

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

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

T7. VEGETATION CLASSIFICATION CRITERIA AS PER AS3959 2018

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

CLASSIFICATION	APPLICABLE CRITERIA
Low threat vegetation (excluded from BAL assessment)	To classify vegetation as exempt, there must be an assurance that the vegetation will continue to be managed in its low-threat state into perpetuity. Vegetation categories exempt from BAL assessments are: **(a)** Vegetation of any type that is more than 100m from the site **(b)** Single areas of vegetation less than 1 ha in area and not within 100m of other areas of vegetation being classified vegetation. **(c)** Multiple areas of vegetation less than 0.25ha in area and not within 20m of the site, or each other or of other areas of vegetation being classified vegetation. **(d)** Strips of vegetation less than 20m in width (measured perpendicular to the evaluation exposed to the strip of vegetation) regardless of length and not within 20m of the site or each other, or other areas of vegetation being classified vegetation. **(e)** Non-vegetated areas, that is, areas permanently cleared of vegetation including waterways, exposed beaches, roads, footpaths, buildings and rocky outcrops. **(f)** Vegetation regarded as low threat due to factors such flammability, moisture content or fuel load. This includes grassland managed in a minimal fuel condition, mangroves and other saline wetlands, maintained lawns, golf courses (such as playing areas and fairways), maintained public reserves and parklands, sporting fields, vineyards, banana plantations, orchards, market gardens (and other non-curing crops), cultivated gardens, commercial nurseries, nature strips and windbreaks. **Notes**: 1. Minimal fuel condition means there is insufficient fuel available to significantly increase the severity of the bushfire attach (recognizable as short cropped grass for example to a nominal height of 100mm) 2. A windbreak is considered a single row of trees used as a screen or to reduce the effect of wind on the leeward side of the trees
Woodland	Trees 10m to 30m high; 10% to 30% foliage cover dominated by eucalypts and/or Callitris with a prominent grassy understorey. May contain isolated shrubs.
Grassland	All forms (except tussock moorlands), including situations with shrubs and trees, if the overstorey foliage cover is less than 10%. Includes pasture and cropland. Note that grassland managed in minimal fuel conditions and non-curing crops are regarded as low threat vegetation for the purpose of Clause 2.2.3.2 (AS3959) Forms: Open Woodland/Low Open Woodland/Open Shrubland/Low Open Shrubland/ Hummock Grassland/Closed Tussock Grassland/Tussock Grassland/Open Tussock/Sparse Open Tussock/Dense Sown Pasture/Sown Pasture/Open Herbfield/Sparse Open Herbfield.

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

3.7 CIRCULAR ECONOMY

REQUIREMENTS

R81

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

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

R82

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

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

3.8 EMPLOYMENT, RETAIL AND COMMUNITY FACILITIES

EMPLOYMENT & RETAIL REQUIREMENTS

R83

A Local Activity Centre is provided, which must:

- Be located within the Station Precinct as illustrated in P14. Employment, Retail and Community Facilities.
- Respond to Section 4.2 Station Precinct Urban Design Framework Requirements and Guidelines.
- Permit a maximum as of right of 2,750 square metres of retail floorspace, including a maximum of 2,000 square metres of supermarket and a maximum of 750 square metres for other retail uses (excluding Supermarket).
- An application that proposes to exceed the floor space maximum of either 2,000 square metres for Supermarket or 750 square metres for other retail uses (excluding Supermarket) must:
  - o Be supported by a Retail Economic Impact Assessment (unless otherwise agreed by Council), which must include consideration of:
    - how the additional retail floorspace fits into the Geelong Retail Centre Hierarchy as detailed in the Planning Scheme;
    - whether there exists a need for retail to meet existing and foreseeable demand levels over a 15 year period;
    - any likely impact of the proposed floor space on existing, planned or approved retail facilities;
    - how the additional floorspace contributes to the provision of retail facilities to the catchment population, including the potential for retaining spending that would otherwise escape to other centres; and
    - whether the centre will improve access to services by reducing travel times for residents.
  - o Ensure that the provision of additional retail floor space will not prejudice the delivery of the minimum dwelling density requirements within the Station Precinct.
- Support non-retail uses (excluding residential) that will not prejudice the delivery of the minimum dwelling density requirements within the Station Precinct.
- Support ground level retail co-location with high density residential development in Main Street structure that provides for activated street frontages, prioritises pedestrian connections, facilitates diverse architecture and provides on-street parking in discrete locations.
- Demonstrate the relationship and connectivity of the Centre with co-located and surrounding land uses, including the train station and open space.
- Not permit electronic gaming machines.
- Provide all car parking and loading facilities to all commercial building[s] at the rear so as to present an attractive address to the street.
- Ensure all goods and material, storage areas and refuse areas are not visible from public areas, including open space and street sightlines.

To the satisfaction of the Responsible Authority.

R84

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

- Provide vehicle access arrangements consistent with the approved master plan specific provision in UGZ7
- Comply with the Planning Scheme requirements for the existing Floodway Overlay.
- Require all buildings to be located at the front of any site to present an attractive address to Barwon Heads Road.
- Require most car parking and all loading and storage facilities to be located at the rear of any buildings to present an attractive address to Barwon Heads Road.
- Require a minimum landscaped area of five metres to provide an attractive and integrated interface with Barwon Heads Road.

To the satisfaction of the Responsible Authority.

R85

Deleted

R86

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

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

To the satisfaction of the Responsible Authority.

R87

The location of land uses, building design, and interface treatment in the commercial and Station Precinct areas shown on Plan 5 Future Urban Structure, must minimise negative impacts on the amenity of nearby residential areas.

R88

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

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

R89

The local activity centre within the Station Precinct must:

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

R90

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

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

In the case of development:

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

To the satisfaction of the Responsible Authority.

3.8 EMPLOYMENT, RETAIL AND COMMUNITY FACILITIES

EMPLOYMENT & RETAIL GUIDELINES

G43

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

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

COMMUNITY FACILITIES REQUIREMENTS

R91

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

COMMUNITY FACILITIES GUIDELINES

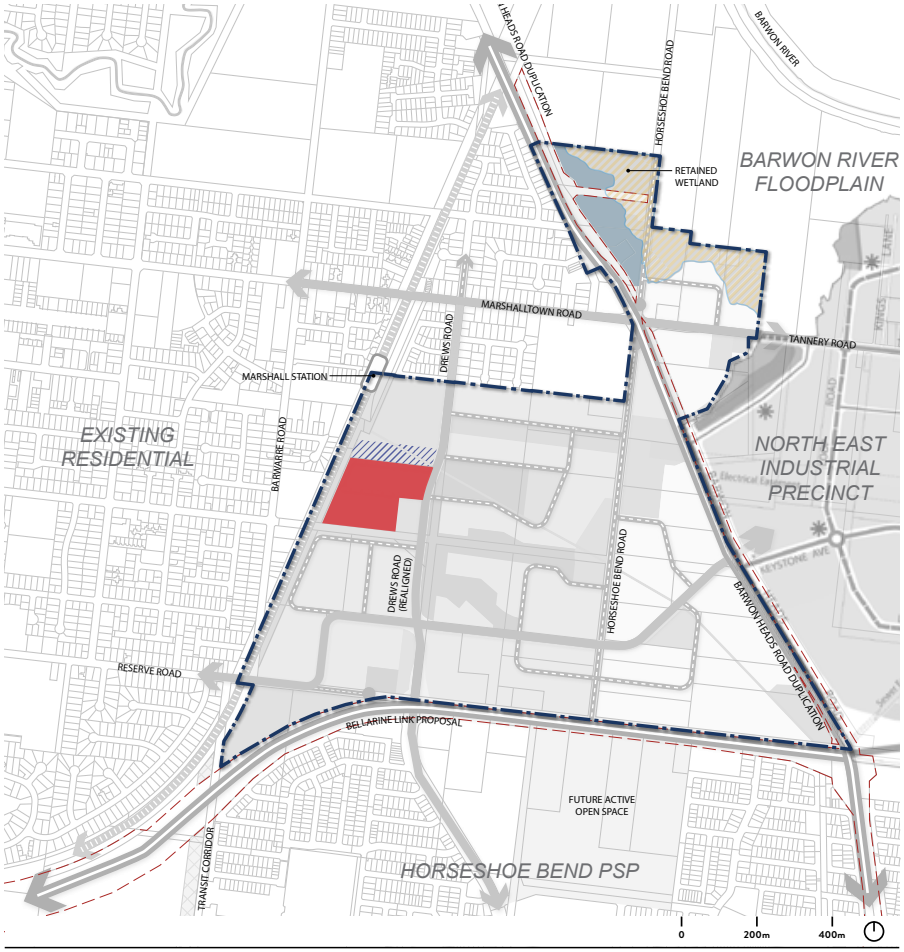
G44

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

T8. ANTICIPATED EMPLOYMENT CREATION IN THE PRECINCT

LAND USE	MEASURE	JOBS	QTY IN PRECINCT	ESTIMATE JOBS
Station Precinct Retail	Jobs/100 m2	1	3,543m2	35
Commercial/Bulky Goods Area	Jobs/Ha	20	2.618 Ha	54
Home Based Business	Jobs/dwelling	0.1	1,661 dwellings	166
TOTAL				**255**

P14. EMPLOYMENT, RETAIL AND COMMUNITY FACILITIES



KEY

CONTEXT

- Precinct Boundary
- Railway and Station
- Flood Overlay

EMPLOYMENT, RETAIL AND COMMUNITY

- Station Precinct (Mixed Use)
- Commercial/Bulky Goods
- Potential expansion of the Station Mixed use Precinct should the Head, Transport for Victoria determine the land is no longer required for TRZ1 purposes

3.8 EMPLOYMENT, RETAIL AND COMMUNITY FACILITIES

SUSTAINABLE ENERGY & ZERO CARBON REQUIREMENTS

R92

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

R93

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

R94

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

R95

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

R96

Deleted

R97

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

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

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

R98

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

R99

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

3.9 ENERGY AND TECHNOLOGY

SUSTAINABLE ENERGY & ZERO CARBON REQUIREMENTS

R100

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

R101

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

R102

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

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

R103

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

R104

Deleted

R105

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

SUSTAINABLE ENERGY & ZERO CARBONS GUIDELINES

G45

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

G46

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

G47

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

G48

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

G49

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

G50

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

G50-A

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

- How the precincts layout, infrastructure and / or buildings are designed to deliver an all-electric precinct;

- Infrastructure and mechanisms (such as solar panels, embedded networks, PPAs etc) proposed to ensure development within the precinct is zero carbon in operation; and

- Infrastructure proposed to manage and monitor energy loads (e.g. load management systems, community batteries etc).

3.9 ENERGY AND TECHNOLOGY

SMART CITIES & DIGITAL CONNECTIVITY REQUIREMENTS

R106

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

R107

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

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

R108

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

R109

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

R110

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

SUSTAINABLE ENERGY & ZERO CARBONS GUIDELINES

G51

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

G52

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

G53

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

G54

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

G55

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

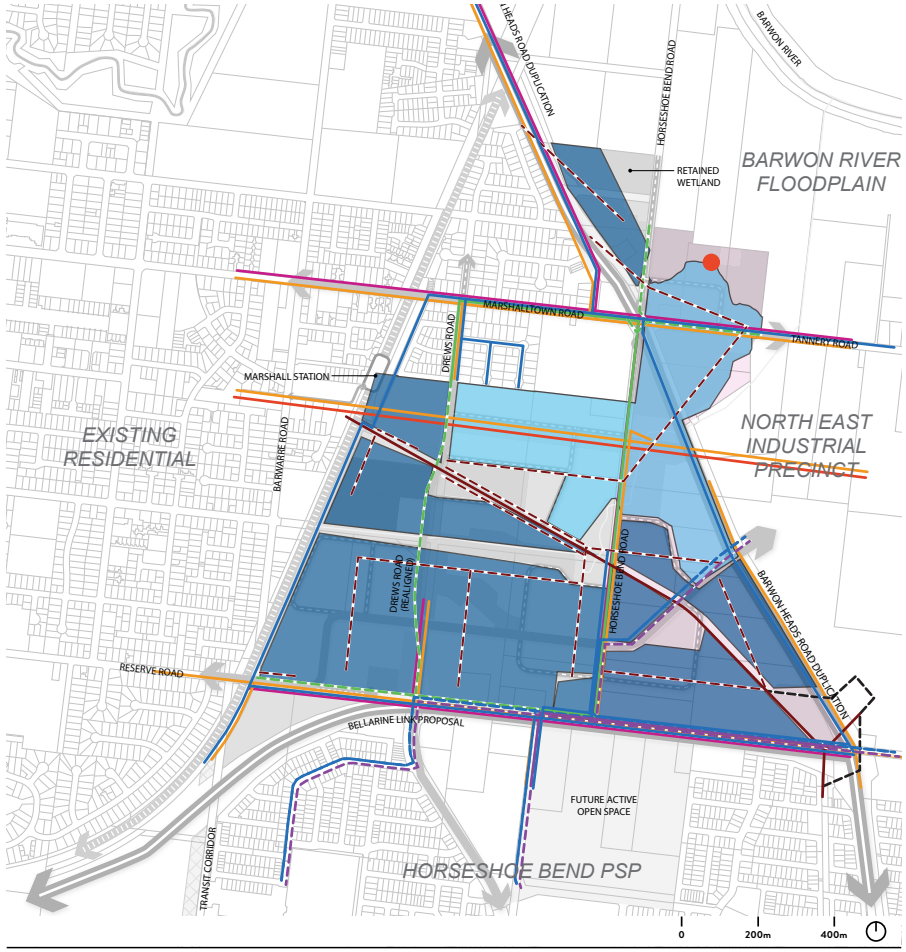
G56

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

G57

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

P15. UTILITY SERVICE



KEY

CONTEXT
- Railway and Station

ELECTRICITY
- Existing High Voltage Electrical
- Existing Electrical

WATER
- Existing Water Main
- Proposed Water Main
- Existing Recycled Water Main
- Proposed Recycled Water Main

SEWER
- Sewer Easement and Existing Sewer Main
- Proposed Sewer Main (location indicative only and must avoid conservation areas)

SEWER CATHMENT
- Proposed New Sewer Pump Station
- Catchments Draining Directly to the Outfall Sewer
- Catchments Draining to Proposed Pump Station

GAS
- Existing Gas Main
- Proposed Gas Main

NBM
- Existing Copper Communications
- Future NBN Service to be Provided

3.9 ENERGY AND TECHNOLOGY

3.10.1 PRECINCT INFRASTRUCTURE

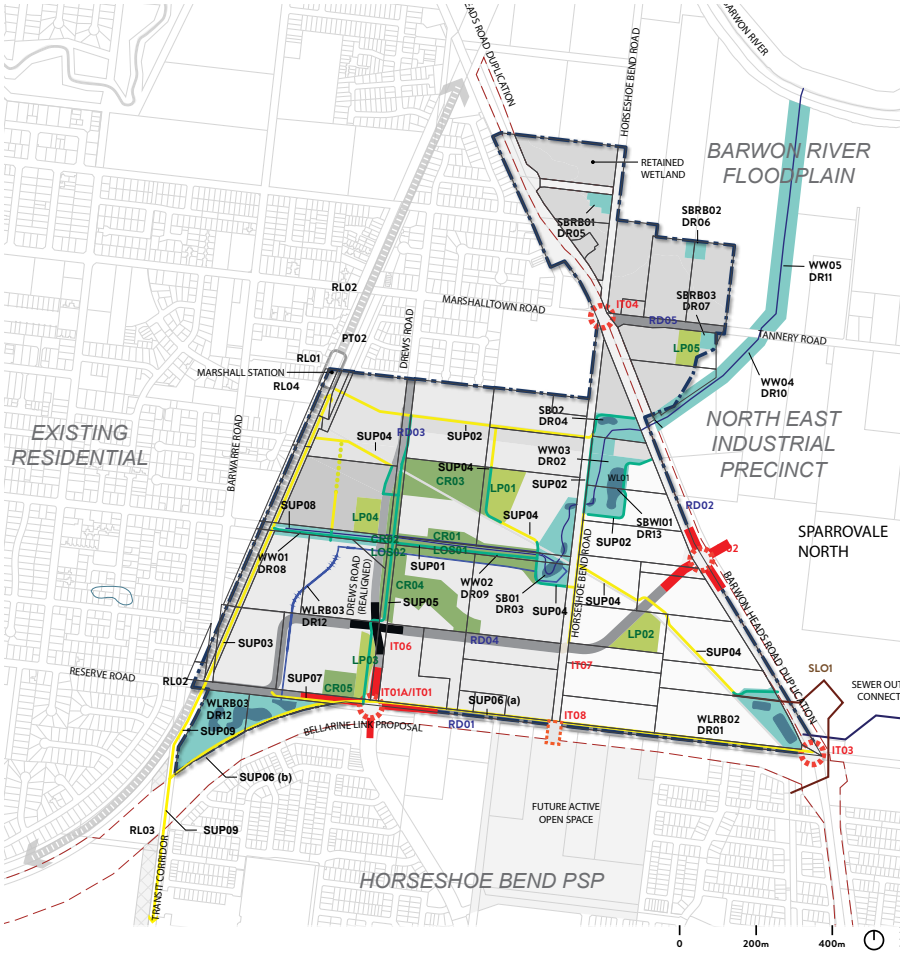
The infrastructure and services required to meet the need of the proposed development within the precinct is set out at Table 9 Precinct Infrastructure Plan.

REQUIREMENTS

R111

Utilities and other infrastructure must avoid traversing conservation areas identified in Plan 9 Native Vegetation Precinct Plan.

P16. PRECINCT INFRASTRUCTURE PLAN



KEY

CONTEXT

- Precinct Boundary
- Railway and Station

INFRASTRUCTURE – DCP ITEMS

- Proposed Main Drain (Approximate Alignment Only)
- Asset Footprint
- Connector East West
- Connect North South
- Drainage Reserve
- Unencumbered Open Space
- Conservation Reserve
- Shared Paths - DCP items
- Shared Paths - Not DCP items
- DCP Intersections signalised
- DCP Intersections

T9. PRECINCT INFRASTRUCTURE PLAN

RAIL

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

ROAD

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

T9. PRECINCT INFRASTRUCTURE PLAN

INTERSECTION

PROJECT CATEGORY	PROJECT NO.	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	DELIVERY PROVISION TRIGGER	INCLUDED IN DCP
Intersection	IT01	Reserve Road / Drews Road / Realigned Horseshoe Bend Road intersection (interim)	Land and construction of 4-way signalised intersection - Reserve Road / Drews Road / Realigned Horseshoe Bend Road (referred to in the Horseshoe Bend DCP as DI_RD_2 where the Marshall Precinct has been apportioned 30% of the cost of these works)	City of Greater Geelong	Upon development	Yes
Intersection	IT01A	Bellarine Link Road / Drews Road / Realigned Horseshoe Bend Road intersection (ultimate)	Land for ultimate configuration and construction of 4-way signalised intersection. Includes truncation of Reserve Road. Final design to be resolved by Bellarine Link project.	Responsible State Government Transport Authority	Upon development of Bellarine Link	Land - Yes, Construc-tion - No
Intersection	IT02	East-West Connector / Barwon Heads Road / NEIP Connector	Land for ultimate configuration and construction of 4-way signalised intersection. Note: NEIP DCP item (D1_RD_1 3-way intersection) included within the design of the intersection. Intersection to be apportioned 50% to Marshall DCP and 50% to NEIP DCP.	City of Greater Geelong	Upon development	Land - Yes, Construc-tion - Yes
Intersection	IT03	Bellarine Link / Reserve Road and Barwon Heads Road	Land for ultimate configuration and interim construction of 4-way signalised intersection. Note: construction of ultimate at-grade intersection at time of construction of Bellarine Link (grade-separated intersection not identified in Marshall PSP)	Responsible State Government Transport Authority	Upon development of Bellarine Link	No
Intersection	IT04	Barwon Heads Road, Marshalltown Road and Tannery Road	Land for ultimate configuration and construction of signalised 4-way intersection. Final design resolved by Barwon Heads Road Duplication project - currently under construction.	Responsible State Government Transport Authority	Under construction	No
Intersection	IT05	Drews Road and Station Precinct Main Street	Land for ultimate configuration and construction of roundabout intersection (final design and function determined at detailed planning stage)	City of Greater Geelong	Upon development	No
Intersection	IT06	Drews Road and East-West Connector	Land for ultimate configuration and construction of 4-way intersection (roundabout)	City of Greater Geelong	Upon development	Land - Yes, Construc-tion - No

INTERSECTION

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

T9. PRECINCT INFRASTRUCTURE PLAN

SHARED USER PATH

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

SHARED USER PATH

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

T9. PRECINCT INFRASTRUCTURE PLAN

PUBLIC TRANSPORT

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

DRAINAGE

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

DRAINAGE

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

T9. PRECINCT INFRASTRUCTURE PLAN

DRAINAGE

PROJECT CATEGORY	PROJECT NO.	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	DELIVERY PROVISION TRIGGER	INCLUDED IN DCP
Drainage	SBRB01 - DR05	Sedimentation / Retarding Basin and outflow	Land reservation and construction of a Sediment Pond and Retarding Basin and associated infrastructure.	City of Greater Geelong	The first subdivision / development within Catchment G.	Yes
Drainage	SBRB02 - DR06	Sedimentation / Retarding Basin and outflow	Land reservation and construction of a Sediment Pond and Retarding Basin and associated infrastructure.	City of Greater Geelong	The first subdivision / development within Catchment H.	Yes
Drainage	SBRB03 - DR07	Sedimentation / Retarding Basin and outflow	Land reservation and construction of a Sediment Pond and Retarding Basin and associated infrastructure.	City of Greater Geelong	The first subdivision / development within Catchment J.	Yes

OPEN SPACE

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

T9. PRECINCT INFRASTRUCTURE PLAN

OPEN SPACE

PROJECT CATEGORY	PROJECT NO.	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	DELIVERY PROVISION TRIGGER	INCLUDED IN DCP
Conservation	CR05	Reserve Road Conservation Reserve	Native Vegetation Precinct Plan, management, signage, appropriately designed fencing of conservation area and integration with neighbouring passive open space.	City of Greater Geelong	The first subdivision - the Land is transferred to or vested in Council	No
Passive Open Space	LP01	Northern Local Park	Land reservation (1.1ha) and passive recreation facilities including playground equipment, vegetation planting / management and general park improvements. Adjacent to fenced Conservation Reserve and integrated with SUP04.	City of Greater Geelong	The subdivision and/or development of the parcel which contains the park	Land - No (Clause 53.01 contribution), Construction - Yes
Passive Open Space	LP02	Eastern Local Park	Land reservation (0.8ha) and passive recreation facilities including playground equipment, vegetation planting / management and general park improvements. Adjacent to East West Connector Road and integrated with SUP04.	City of Greater Geelong	The subdivision and/or development of the parcel which contains the park	Land - No (Clause 53.01 contribution), Construction - Yes
Passive Open Space	LP03	Southern Local Park	Land reservation (0.7ha) and passive recreation facilities including playground equipment, vegetation planting / management and general park improvements. Adjacent to East West Connector Road, Drews Road and fenced Conservation Reserve, and integrated with SUP05.	City of Greater Geelong	The subdivision and/or development of the parcel which contains the park	Land - No (Clause 53.01 contribution), Construction - Yes
Passive Open Space	LP05	Tannery Road Local Park	Land reservation (0.5ha) and passive recreation facilities including playground equipment, vegetation planting / management and general park improvements. Integrated with SBRB03.	City of Greater Geelong	The subdivision and/or development of the parcel which contains the park	Land - No (Clause 53.01 contribution), Construction - Yes
Passive Open Space	LP04	Station Precinct Local Park	Land reservation (0.5ha) and urban park facilities, protection of native trees and general improvements. Integrated with Station Precinct UDF.	City of Greater Geelong	The subdivision and/or development of the parcel which contains the park	Land - No (Clause 53.01 contribution), Construction - Yes

OTHER

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

3.10.2 DEVELOPMENT STAGING

REQUIREMENTS

R112

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

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

R113

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

R114

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

R115

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

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

R116

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

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

To the satisfaction of the Responsible Authority.

R117

The onus is on the proponent to demonstrate how development can be facilitated without prejudicing the orderly development of other areas and the delivery of required infrastructure. Out of sequence development must not detrimentally impact the financial performance of the MDCP to the satisfaction of the Responsible Authority and the Collecting Agency for the MDCP.

R118

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

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

To the satisfaction of the Responsible Authority.

R119

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

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

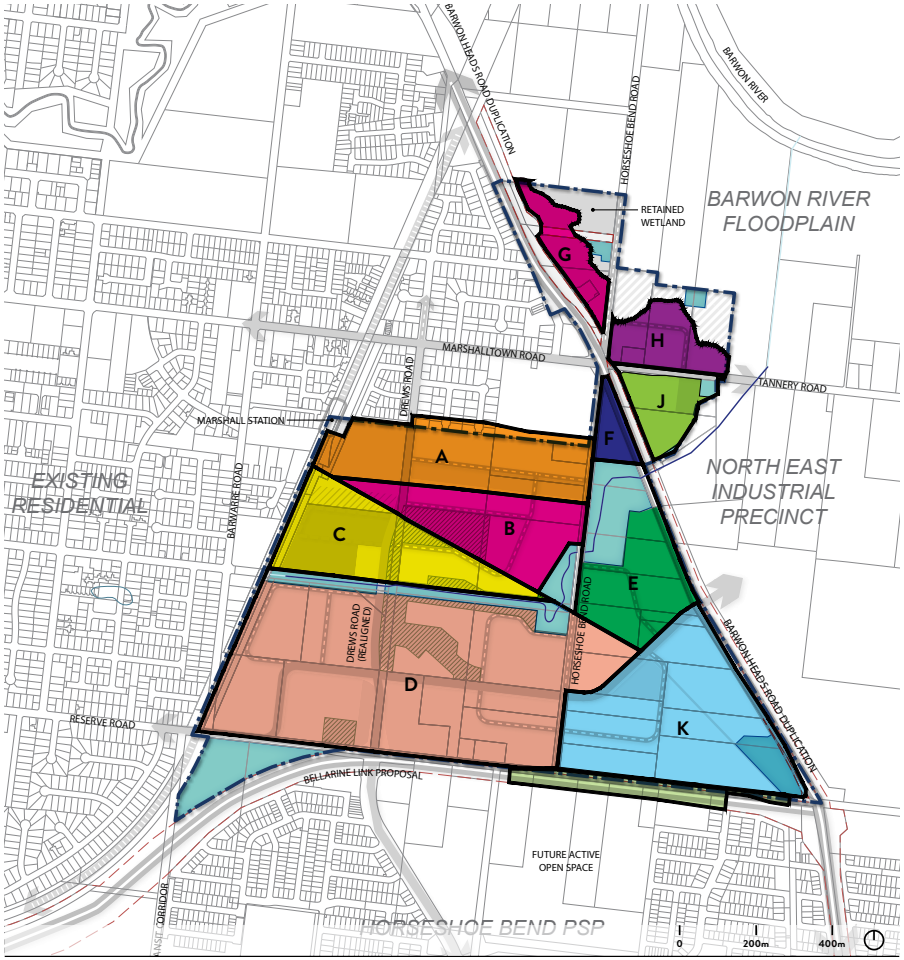
GUIDELINES

G58

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

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

P17. DEVELOPMENT CATCHMENT



KEY

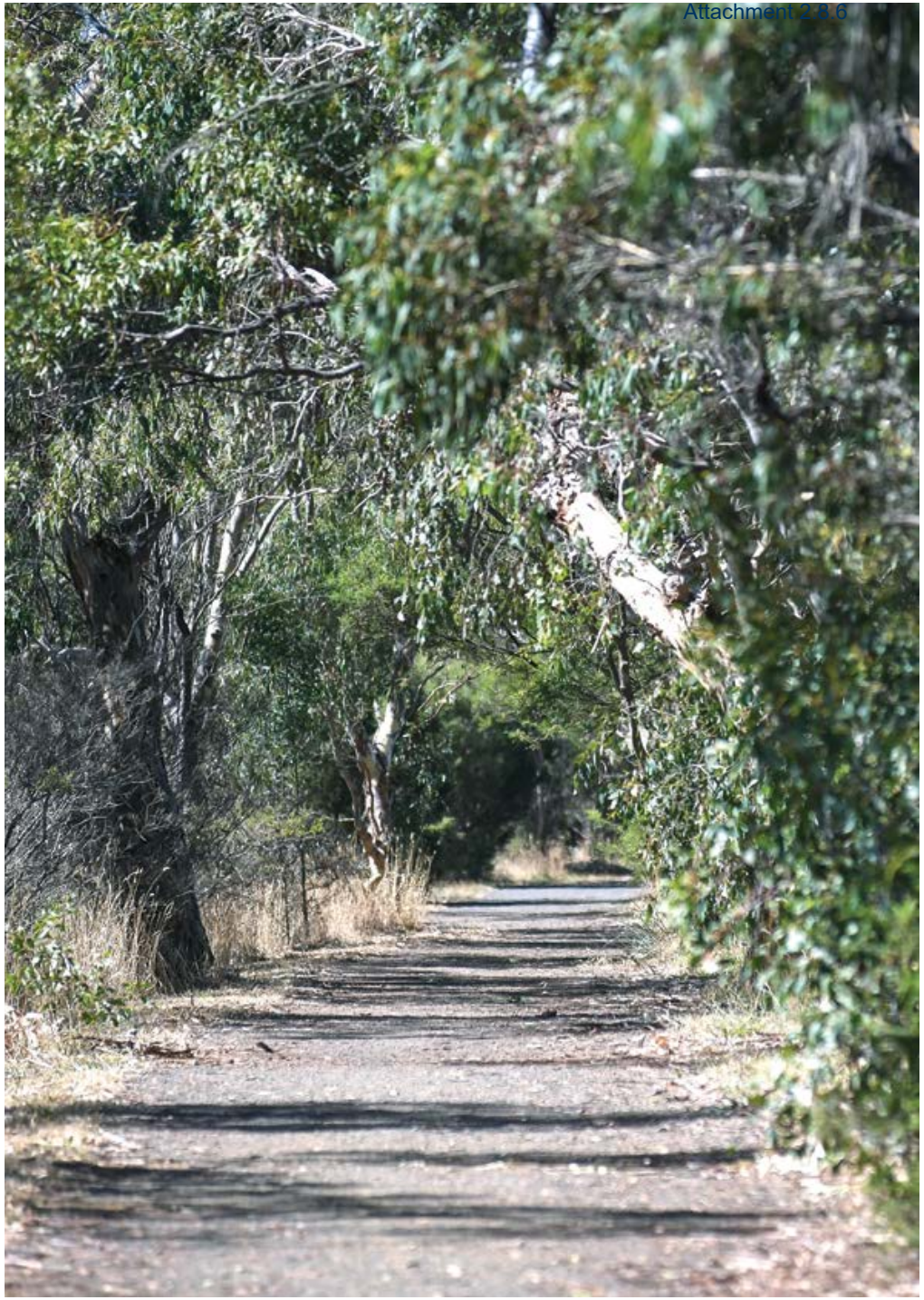
Note: The alphabetical letters (A through to K) represent separate catchment areas in P17. The plan does not intend that each catchment must be delivered sequentially from A-K. It conveys the asset delivery provision within each catchment. P17 is sourced from the Marshall SWMS Dec 2022.

CONTEXT

- Precinct Boundary
- Railway and Station

INFRASTRUCTURE

- A — SWMS Catchments



3.10.3 SUBDIVISION WORKS

REQUIREMENTS

R120

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

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

R121

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

- removal of all existing and disused structures, foundations, pipelines and stockpiles;
- basic levelling and spread of minimum 100mm topsoil and subsoil if required on the proposed areas of open space to provide a stable free draining surface;
- completed bulk earthworks where required fit for intended purpose;
- remediation of any contamination;
- clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise);
- a water tapping for recycled and potable water (if available);
- utility connection points as required to all boundaries of all reserves and community parks;
- canopy trees and other plantings;
- protection of trees that are to be retained including exclusion zones as appropriate;
- An independent arboricultural assessment by minimum AQF Level 5 arborist for all trees nominated for retention within the NVPP should be undertaken. Required space to be provided to maintain tree health should be in accordance with relevant industry standards (AS4970 - 2009 The Protection of Trees on Development Sites);
- soil preparation for new tree planting;
- construction of minimum 1.8m wide pedestrian paths around the perimeter of the reserve, connecting and linking into any other surrounding paths or points of interest, except where shown as a shared paths on Plan 10 Road Network;
- appropriate boundary fencing where the public open space abuts private land, or as required by the Responsible Authority;
- vehicular exclusion devices (landscape treatments, fences, bollards or other suitable methods) and maintenance access points (as required)
- installation of park furniture and recreation infrastructure to support these facilities consistent with the type of public open space listed in Table 4 Open Space Delivery Guide.

To the satisfaction of the Responsible Authority.

R122

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

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

R123

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

R124

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

R125

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

R126

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

4.0

APPENDICES

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

4.1 PROPERTY SPECIFIC LAND BUDGET

T10. PROPERTY SPECIFIC LAND BUDGET

PARCEL		OUT-SIDE PREC-INCT	TRANSPORT											UNCREDITED OPEN SPACE									CRED-ITED OPEN SPACE	NET DEVELOPABLE AREA BREAKDOWN				TOTAL NDA (HA)	
PROPERTY NUMBER	TOTAL	Part of NEIP PSP and DCP	Arterial road	Arterial Road Intersection (Barwon Heads Road)	Arterial Road Intersection (Bellarine Link)	Arterial Road Intersection (HSB / Drews / Reserve Road)	Connector Road Intersection	Drews Rd Connector road	EW Connector road	Existing Rail Reserve	Part of Transport or Barwon Water	Retained Existing Road Reserve	Transport Hub	Barwon Water Easements Adjacent to Rail Reserve	Conservation	Drainage (Within Existing Road Reserve)	Drainage (Within High Voltage Electricity Utility Easement)	Flood Overlay Land	High Voltage Electricity Utility Easement	Main Outfall Sewer Utility Easement	Waterway, Wetland And Drainage Reserve	Local Park	Commercial Bulky Goods	Medium/High Density Residential	Conventional Residential	Station Precinct	TOTAL NDA	TOTAL NDA AS % OF PROPERTY
1	4.003							0.110					3.783							0.110							0.000	0.00
2	4.562							0.361							0.110					0.000		0.548				3.543	3.543	77.66
3	2.390																				0.090			2.300			2.300	96.23
5	2.729								0.275															2.454			2.454	89.92
6	4.766				0.078		0.235	0.005	0.628						0.508							0.583		2.729			2.729	57.26
7	4.048																		0.861					3.187			3.187	78.73
9	2.437																		0.810					1.627			1.627	66.76
10	4.050														2.304					0.131				1.615			1.615	39.88
11	4.860														0.311					0.130	0.849	0.973		2.597			2.597	53.44
12	4.053						0.007								2.030									2.016			2.016	49.74
13	4.854														0.578					0.000	0.475			3.801			3.801	78.31
14	2.459				0.111		0.109	0.009	0.130															2.100			2.100	85.40
15	1.507								0.266															1.241			1.241	82.35
16	1.623								0.607															1.016			1.016	62.60
17	2.550																							2.550			2.550	100.00
18	0.203																							0.203			0.203	100.00
19	0.403																							0.403			0.403	100.00
20	1.748																				0.743			1.005			1.005	57.49
21	2.098																0.246		0.383		0.867				0.602		0.602	28.69
22	2.034																				0.740				1.294		1.294	63.62
23	2.432			0.112																					2.320		2.320	95.39
24	2.024								0.004											0.106					1.914		1.914	94.57
25	0.406			0.167																					0.239		0.239	58.87
26	2.035			0.395					0.014											0.010		0.002			1.614		1.614	79.31
27	2.425			0.000					0.347											0.030		0.798			1.250		1.250	51.55
28	2.402																			0.080					2.322		2.322	96.67
29	1.214								0.194																1.020		1.020	84.02
30	1.941																			0.065	0.208				1.668		1.668	85.94
31	2.024																								2.024		2.024	100.00
32	1.642																								1.642		1.642	100.00
33	4.075																			0.110	0.982				2.983		2.983	73.20
34	2.409																	1.612					0.797				0.797	33.08
35	1.291																	0.198			0.253		0.840				0.840	65.07
36	0.230																						0.230				0.230	100.00

T10. PROPERTY SPECIFIC LAND BUDGET

PARCEL		OUT-SIDE PREC-INCT	TRANSPORT										UNCREDITED OPEN SPACE								CRED-ITED OPEN SPACE	NET DEVELOPABLE AREA BREAKDOWN				TOTAL NDA (HA)	
37	0.830																0.079					0.751				0.751	90.48
38	2.006																1.200							**0.806**		0.806	40.18
39	0.233																							**0.233**		0.233	100.00
40	2.205																0.472			0.096				**1.637**		1.637	74.24
41	2.093																1.316			0.135				**0.642**		0.642	30.67
42	2.088	0.192																		0.184	0.500			**1.212**		1.212	58.05
43	1.732	0.411																		0.057				**1.264**		1.264	72.98
44	2.054																			2.054						0.000	0.00
45	0.891					0.014														0.877						0.000	0.00
4a	3.763						0.079	0.248						0.082						0.116			3.238			3.238	86.05
4b	0.290							0.106						0.054						0.052			0.078			0.078	26.90
8a	2.033																	0.221					1.812			1.812	89.13
8b	0.411																						0.411			0.411	100.00
A	0.208										0.208															0.000	0.00
B	0.002										0.002															0.000	0.00
C	0.850									0.850																0.000	0.00
D	0.183											0.183														0.000	0.00
E	0.185											0.185														0.000	0.00
F	0.198												0.198													0.000	0.00
G	0.131												0.131													0.000	0.00
H	0.211										0.211															0.000	0.00
I	0.315												0.315													0.000	0.00
J	0.021										0.021															0.000	0.00
K	0.043									0.043																0.000	0.00
L	0.032										0.032															0.000	0.00
M	0.422									0.422																0.000	0.00
N	0.316												0.300							0.016						0.000	0.00
O	0.179										0.179															0.000	0.00
P	0.038										0.038															0.000	0.00
Q	0.181									0.181																0.000	0.00
R	0.229												0.229													0.000	0.00
R1	1.663				0.181		0.189	0.508						0.777						0.008						0.000	0.00
R2	1.552							0.043						0.783	0.699					0.027						0.000	0.00
R3	2.045								0.052			1.993														0.000	0.00
R4	1.954		0.062		0.206	0.237				0.037		1.412														0.000	0.00
R5	5.920	0.033	5.887																							0.000	0.00
R6	0.639											0.639														0.000	0.00
R7	0.818											0.818														0.000	0.00
R8	0.377											0.377														0.000	0.00
S	0.019									0.019																0.000	0.00
T	0.144									0.144																0.000	0.00
U	0.085									0.084		0.001														0.000	0.00
V	0.083											0.083														0.000	0.00
	123.599	**0.636**	**5.949**	**0.674**	**0.576**	**0.251**	**0.619**	**1.390**	**2.517**	**1.780**	**0.691**	**5.323**	**4.151**	**1.173**	**7.537**	**0.699**	**0.246**	**4.877**	**2.275**	**0.807**	**8.794**	**3.404**	**2.618**	**36.383**	**26.686**	**3.543**	**69.230**	

4.2 STATION PRECINCT URBAN DESIGN FRAMEWORK REQUIREMENTS AND GUIDELINES

REQUIREMENTS

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

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

VISION STATEMENT

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

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

KEY DESIGN OBJECTIVES

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

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

A fast, reliable and connected transport network.

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

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

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

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

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

P18. STATION PRECINCT



4.2 STATION PRECINCT URBAN DESIGN FRAMEWORK REQUIREMENTS AND GUIDELINES

LAND USE AND HOUSING

REQUIREMENTS

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

GUIDELINES

1. Allow for potential community use co-located with the local park and road frontages towards Main Street and the realigned Drews Road.

MOVEMENT NETWORK

REQUIREMENTS

1. Ensure the Precinct is anchored to the Marshall Station, prioritizing connections and access to the Station for all modes of transport respecting the following hierarchy: pedestrians, cyclists, public transport users, and private vehicles.
2. Incorporate public transport services, including bus connections to access the Marshall Station and a potential bus interchange / forecourt.
3. Ensure Main Street is delivered as a primary pedestrian route and Pedestrian Street as a secondary pedestrian route, as well as interface design treatments that respond to all relevant cross sections in the MPSP.

GUIDELINES

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

PUBLIC REALM & PLACEMAKING

REQUIREMENTS

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

GUIDELINES

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

BUILT FORM

REQUIREMENTS

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

GUIDELINES

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

4.2 STATION PRECINCT URBAN DESIGN FRAMEWORK REQUIREMENTS AND GUIDELINES

SUSTAINABILITY AND ENVIRONMENT

REQUIREMENTS

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

STAGING AND IMPLEMENTATION

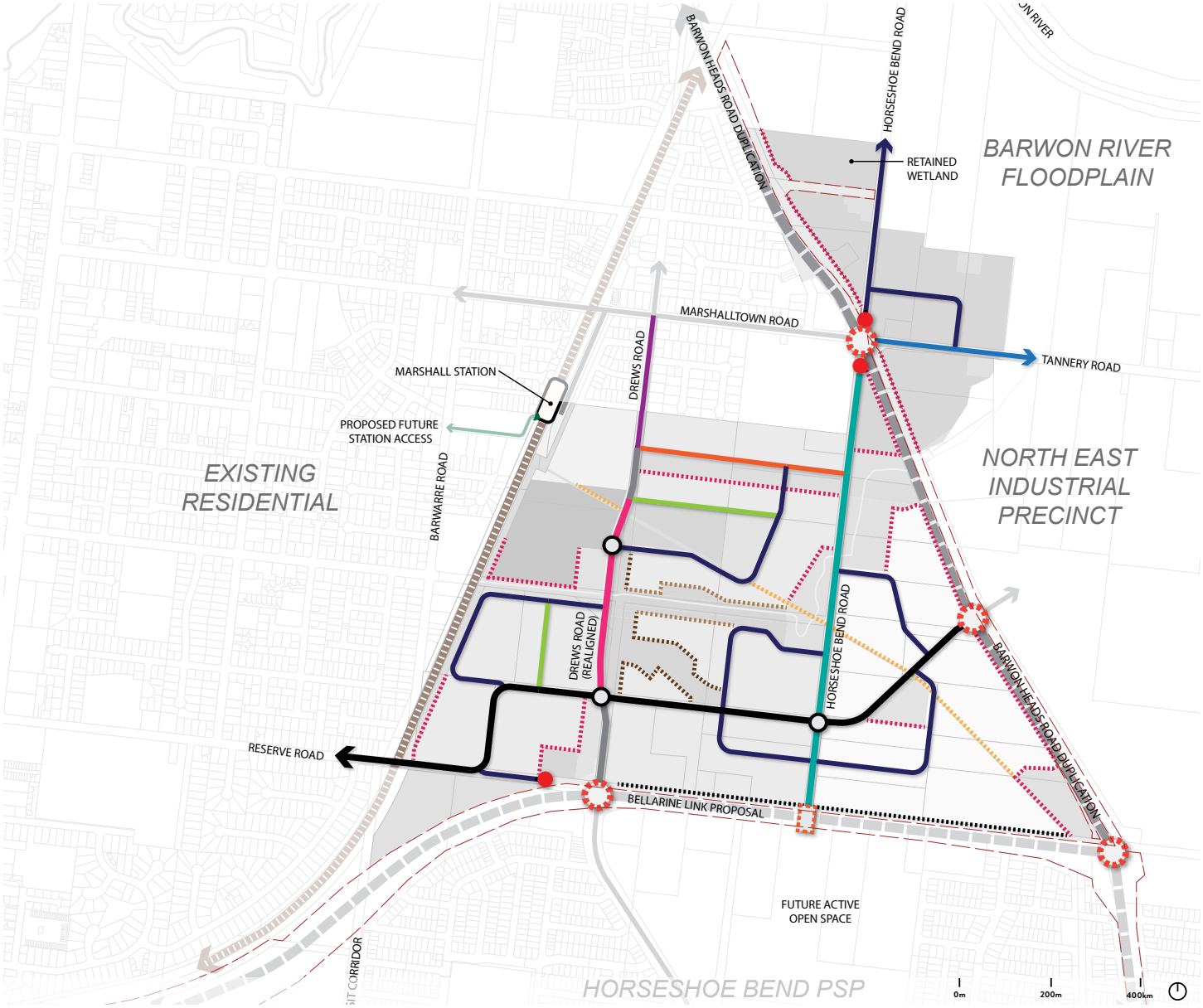
REQUIREMENTS

1. Demonstrate how the proposed design facilitates intensification of the Station Precinct over time by providing a staging plan and indicative development timelines.
2. Prepare a development staging plan to balance housing delivery with appropriate levels of public realm upgrades and non-residential uses.
3. Ensure development does not negatively impact on the developability of adjoining properties.
4. Deliver active and public transport connections upfront to minimise car dependence.

GUIDELINES

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

4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS



KEY

CONTEXT

- Precinct Boundary
- Railway and Station

MOVEMENT

- Road Truncation
- Potential Roundabout
- Signalised Intersection
- Major Road Project
- Signaled Crossing
- Arterial Road (as Labelled)

CROSS SECTIONS

- A 25m Typical Connector
- B 25m Drews Road
- C 21m Drews Road (Abutting Greenway)
- D 20m Drews Road (North of Easement)
- E 20m Key Local Access Street (Level 2)
- H DELETED FROM MAP
- F 20m Tannery Road
- G 20m Horseshoe Bend Road
- I 18m Feature Local Access Street
- K Sewer Easement Interface
- L Electricity Easement Interface Road
- M Open Space, Drainage Reserve and Easement Interface
- N South Street Conservation
- O Other Conservation
- P Arterial Roads Interface

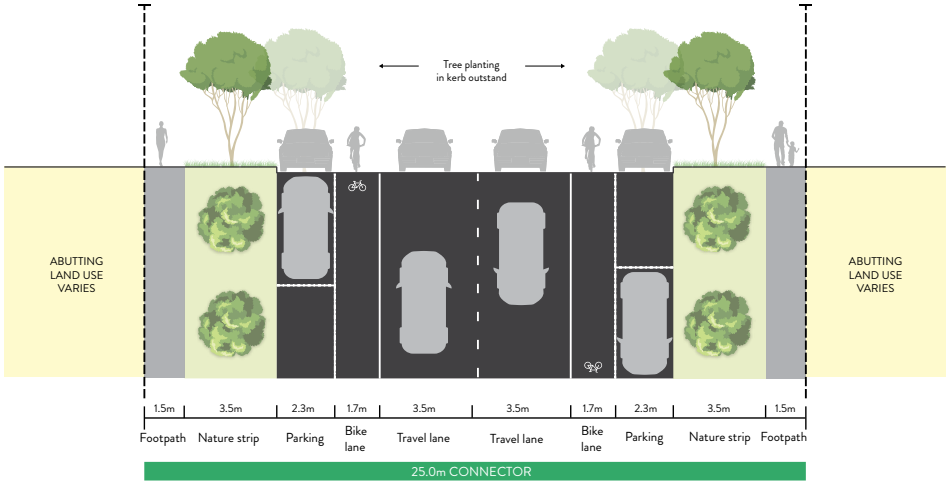
Locations to be determined at Subdivision Stage

- Q 8m Laneway
- R 4m Paper Road

4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

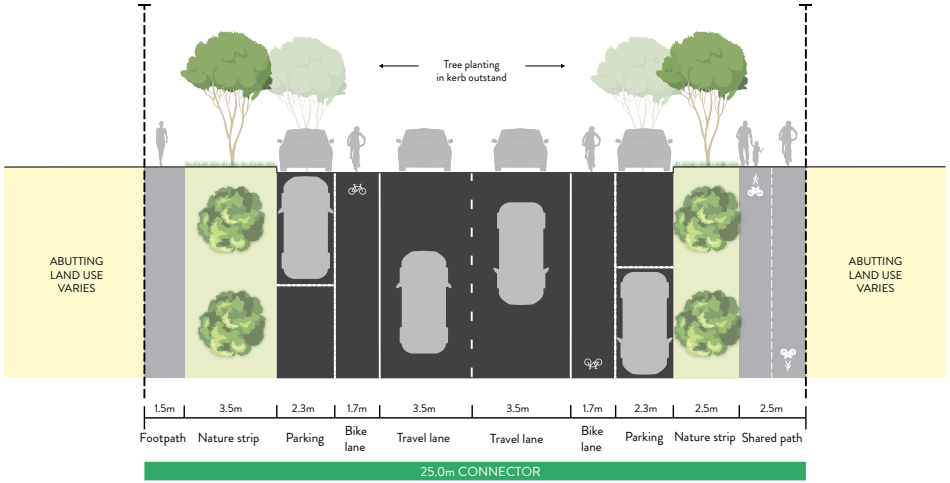
A. 25M TYPICAL CONNECTOR STREET

A



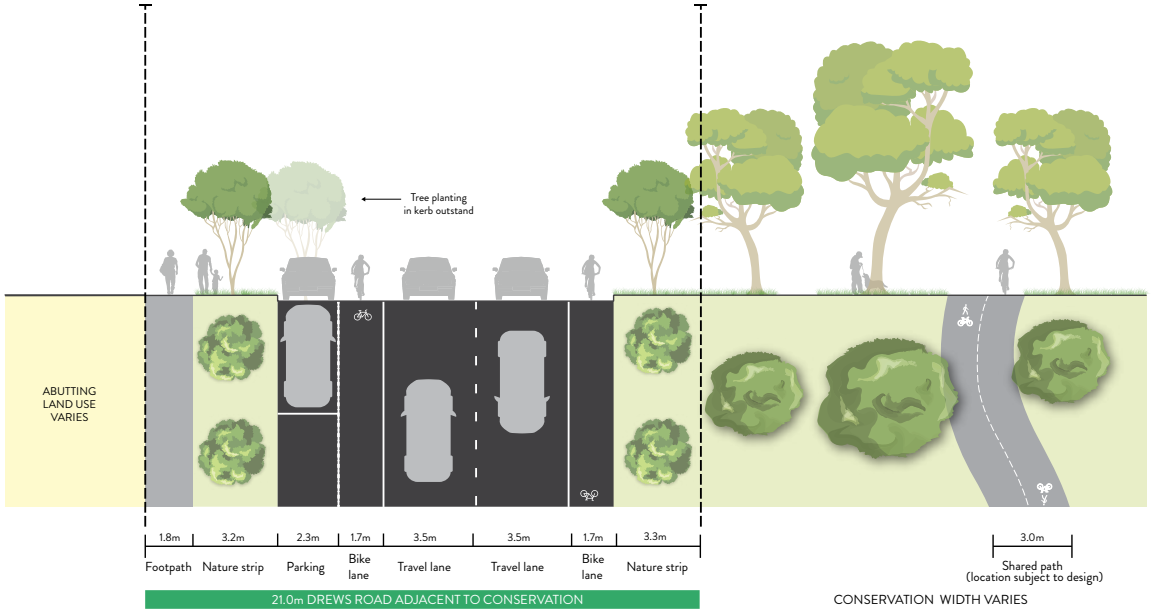
4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS
B. 25M DREWS ROAD (STANDARD)

B



4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

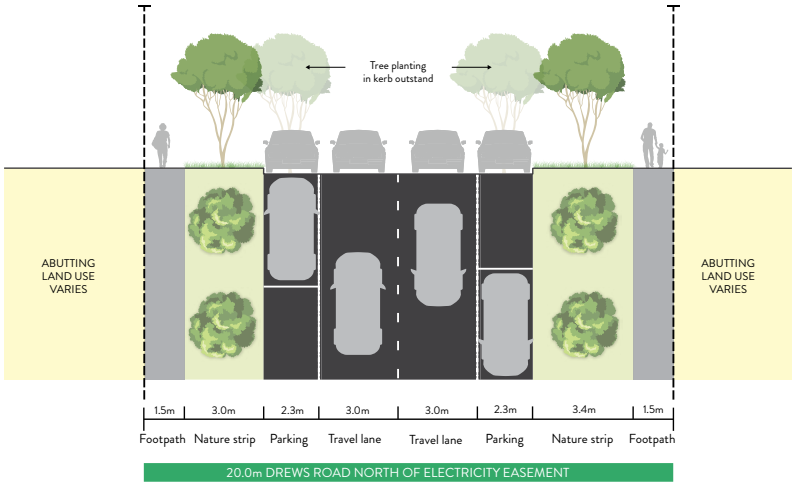
C. 21 DREWS ROAD (CONSERVATION)



4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

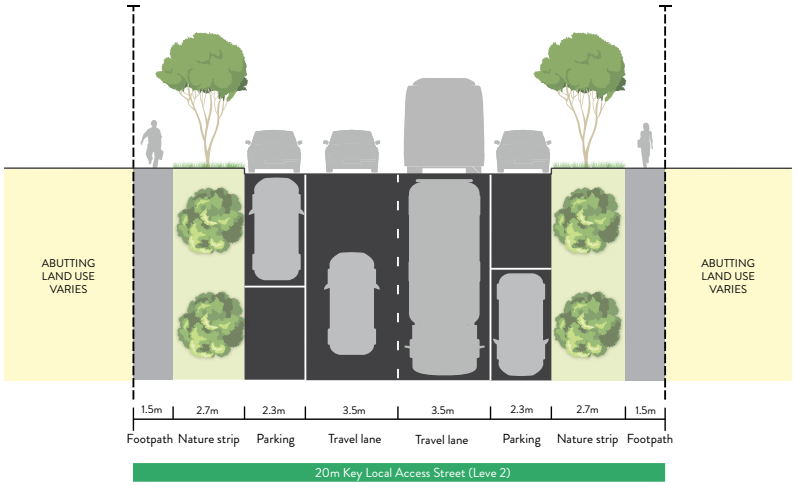
D. 20M DREWS ROAD (NORTH OF ELECTRICITY EASEMENT)

D



4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

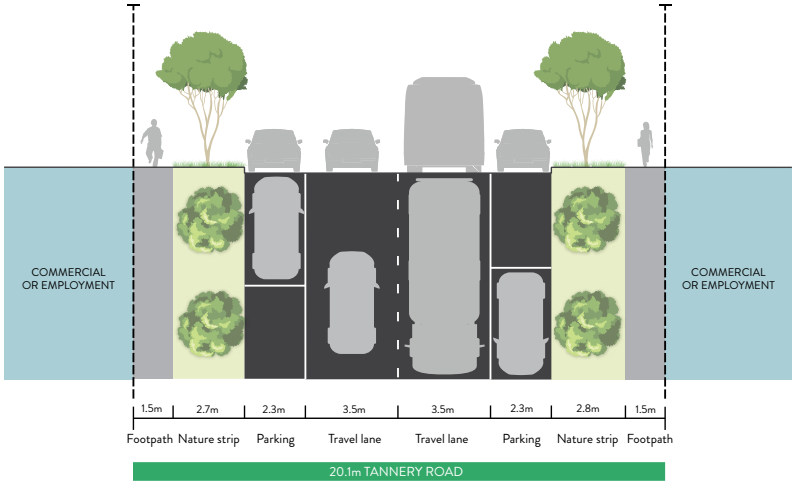
E. 20M KEY LOCAL ACCESS STREET (LEVEL 2)



4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

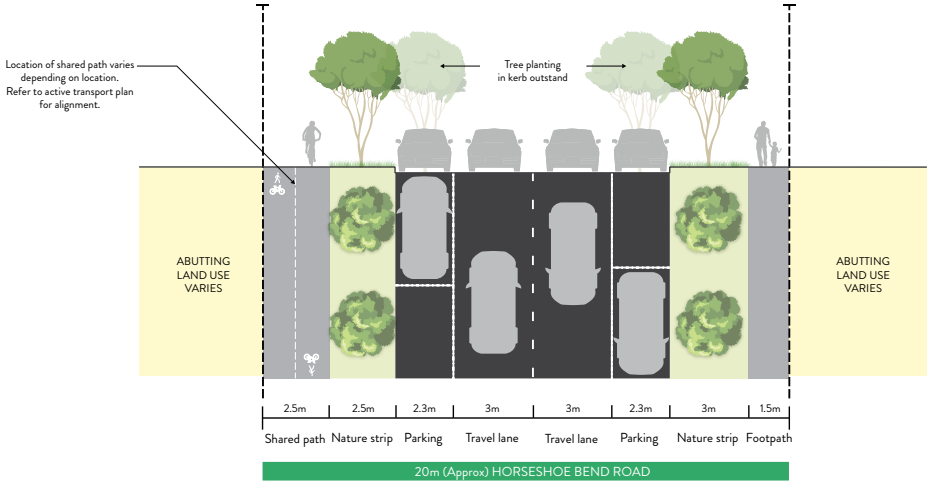
F. 20M KEY LOCAL ACCESS STREET (LEVEL 2) TANNERY ROAD

F



4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

G. 20M HORSESHOE BEND ROAD



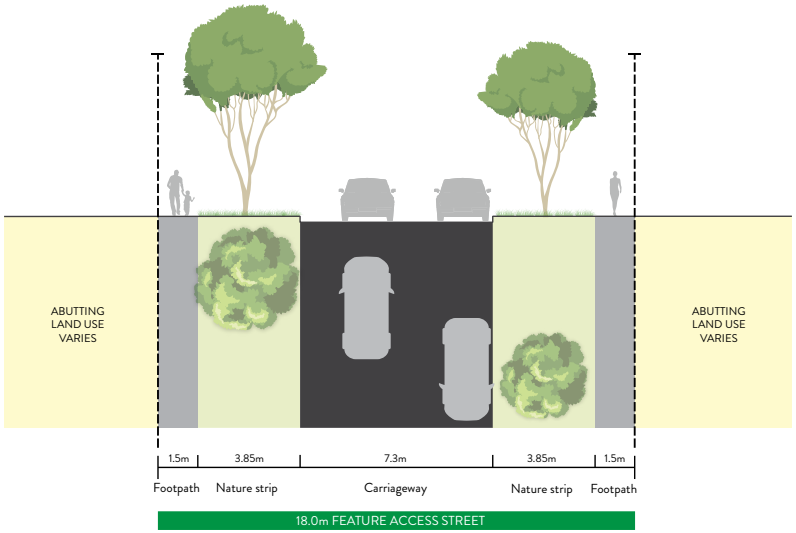
4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

H. 20M STATION PRECINCT MAIN STREET

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4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

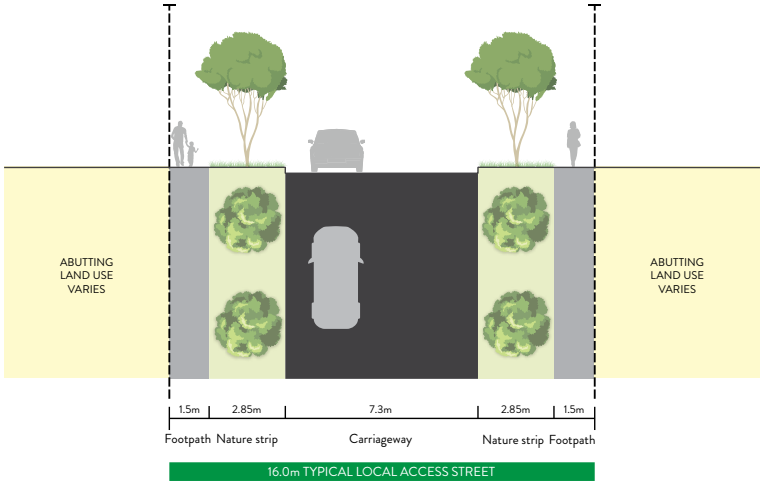
I. 18M FEATURE LOCAL ACCESS STREET



4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

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

J

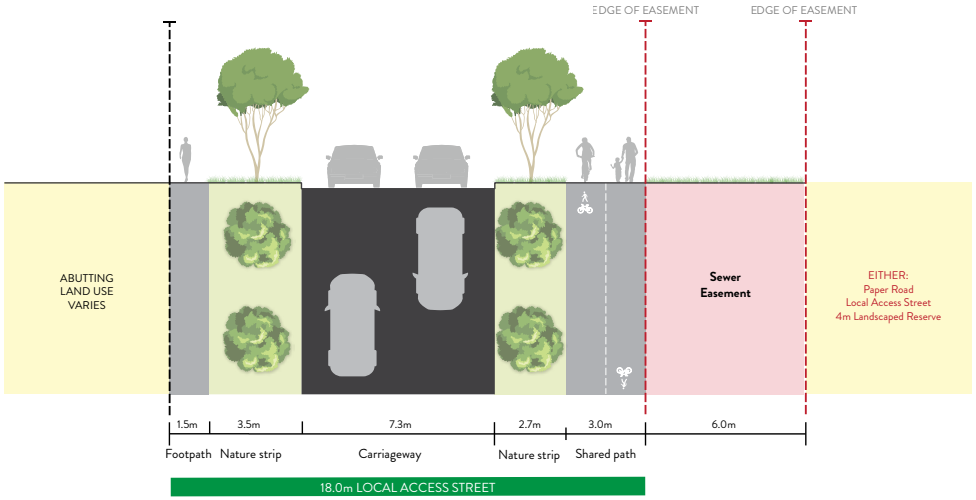


4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

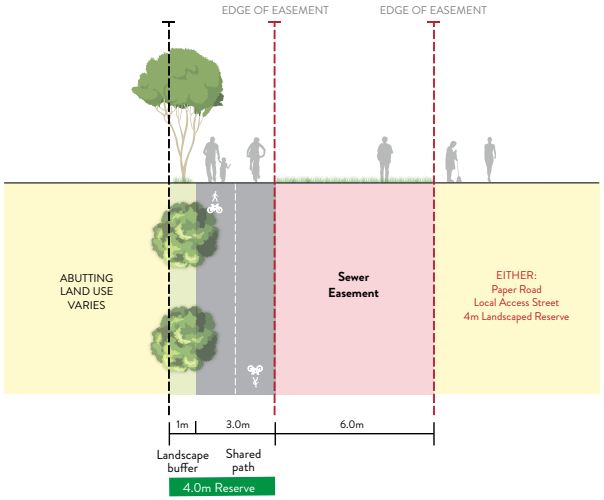
K. 18M SEWER EASEMENT

K

Option 1

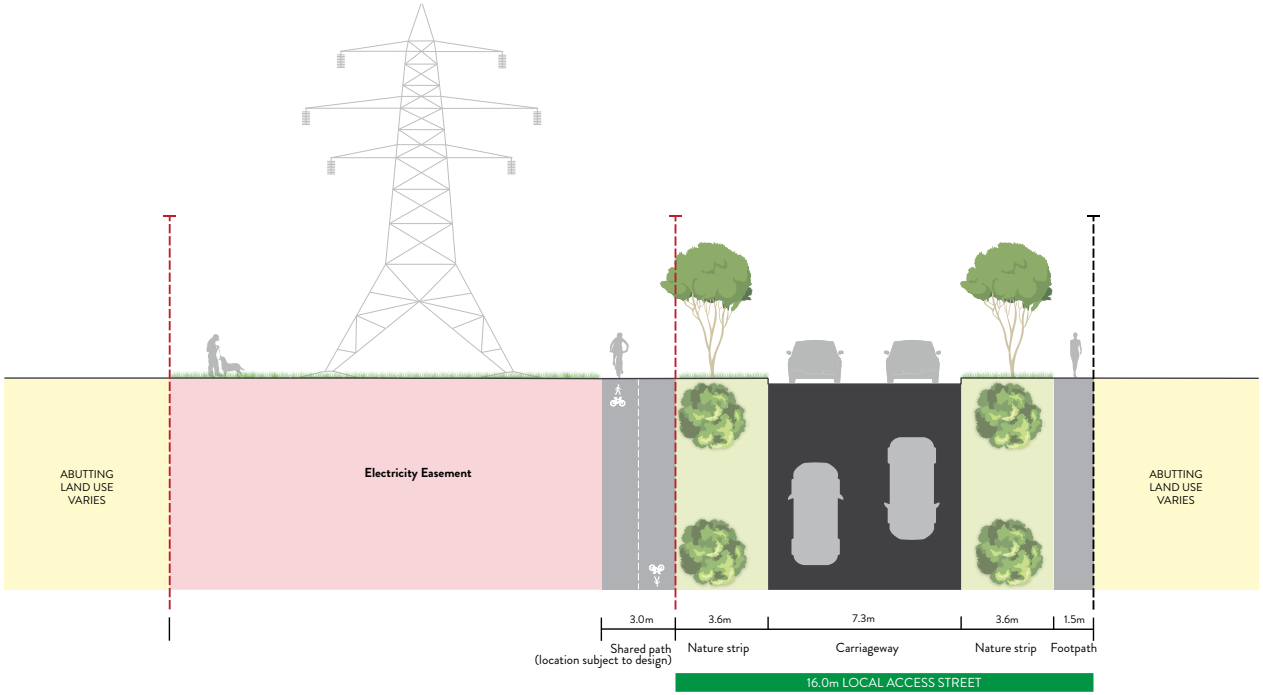


Option 2



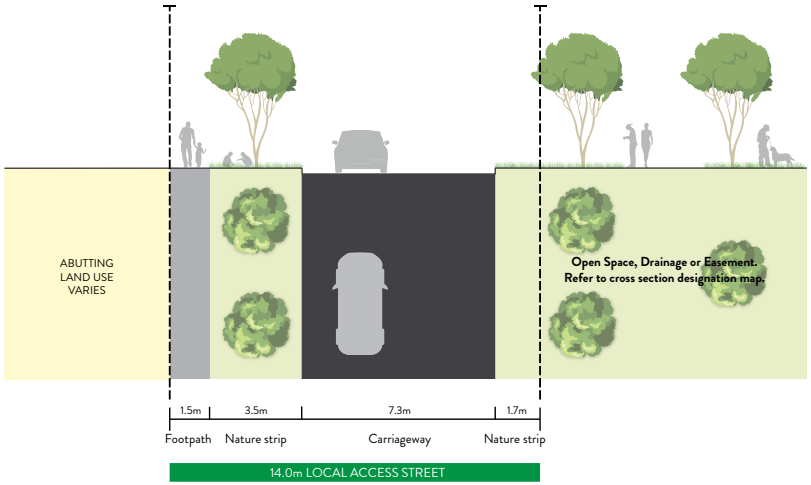
4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

L. 16.8M ELECTRICITY EASEMENT INTERFACE ROAD



4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

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



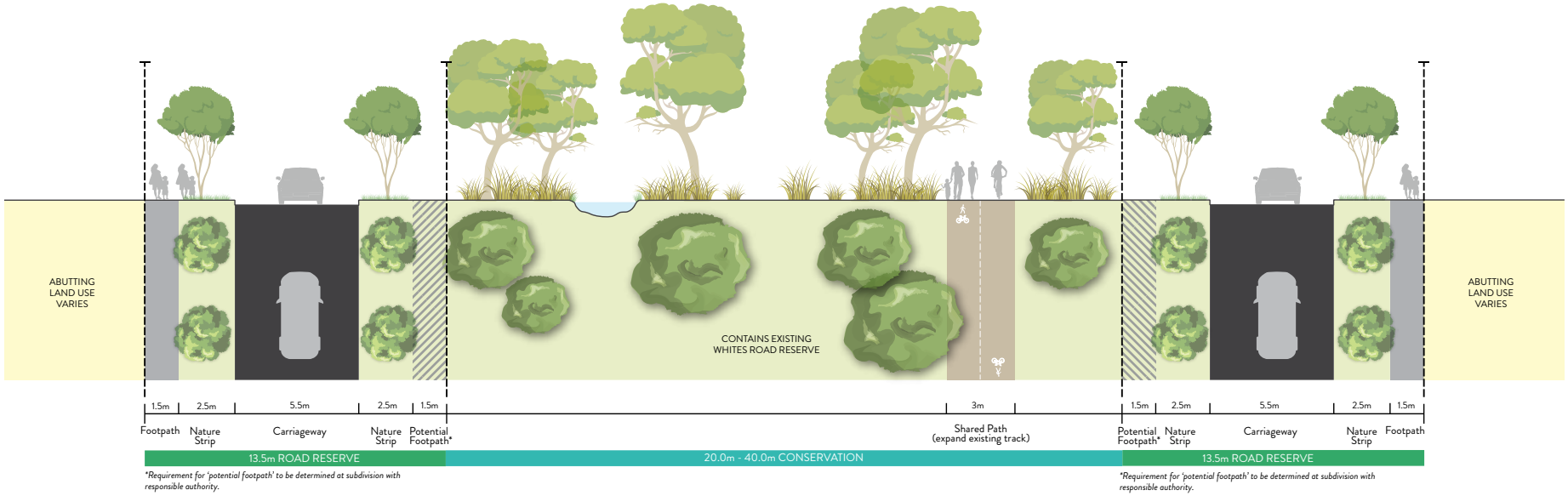
NOTE:

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

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

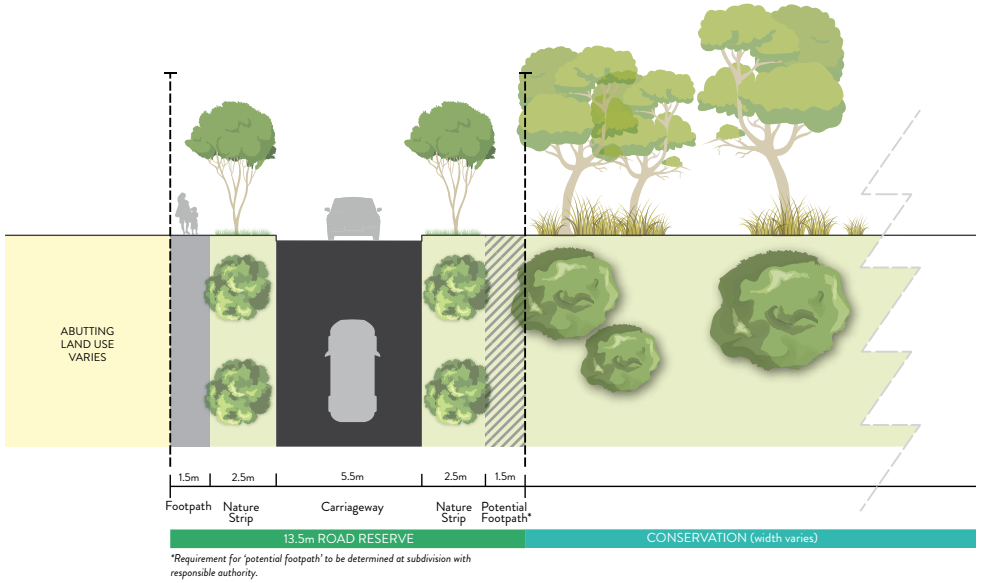
4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

N. SMITH STREET CONSERVATION



4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

O. 14M CONSERVATION INTERFACE

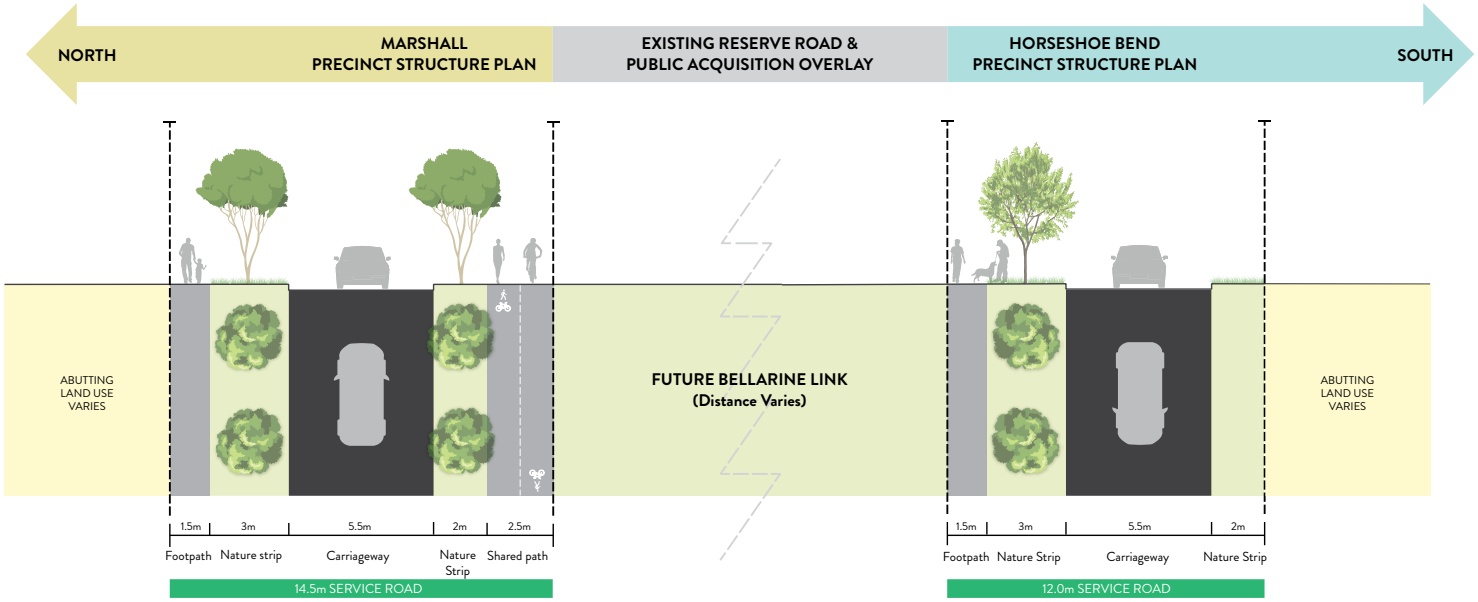


NOTE:

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

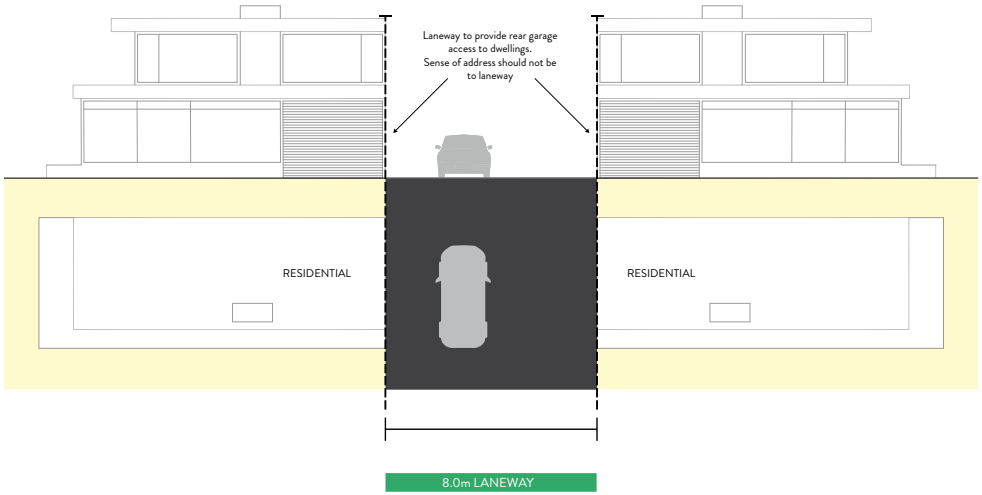
4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

P. 14.5M BELLARINE LINK SERVICE ROADS



4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

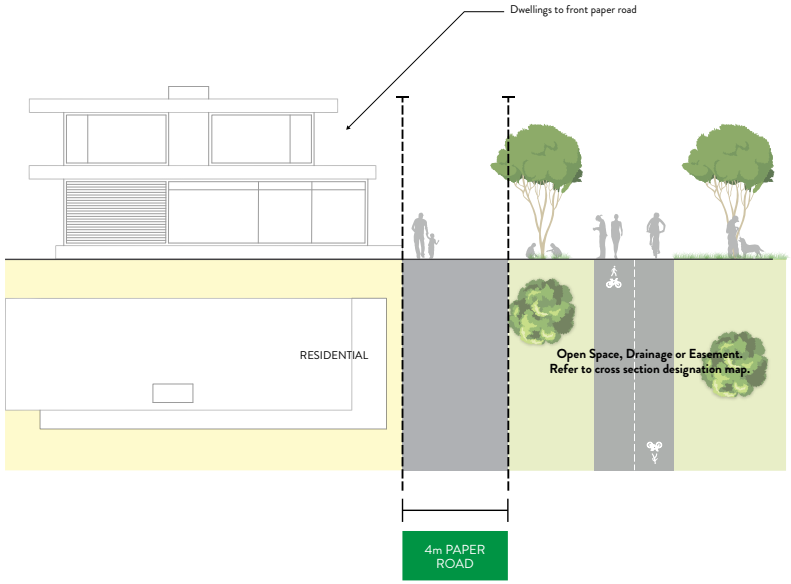
Q. 8M LANEWAY



4.3 ROAD DESIGN CHARACTERISTICS AND CROSS SECTIONS

R. 3M PAPER ROAD





NOTE:

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

4.4 CANOPY COVER AND TREE SPECIES LIST

4.4.1 CANOPY COVER TARGETS AND CALCULATIONS

LANDUSE CATEGORY (AS PER PLAN 6)	CANOPY COVERAGE TARGET (AS A % OF GROSS LAND USE AREA, INCLUSIVE OF LOCAL ROADS AND ANY LAND IDENTIFIED TO BE PART OF THE PUBLIC REALM)
Flood Overlay	Subject to detailed design
Existing road reserve retained as road	35%
Conservation Reserve	Subject to detailed design
Utilities Easements	Subject to negotiation with Utilities Provider
Drainage Reserve	30% for passive drainage open space surrounding retention basins or wetlands.
Station & Carpark - TRZ 1	Subject to negotiation with VICTRACK
Proposed DCP Connector Road	40%
Conventional Residential	20%
Medium/Higher Density Residential	20%
Mixed Use - High Density Residential	15%
Commercial/Bulky Goods	20%
Credited (Unencumbered) Open Space	50%

Note:

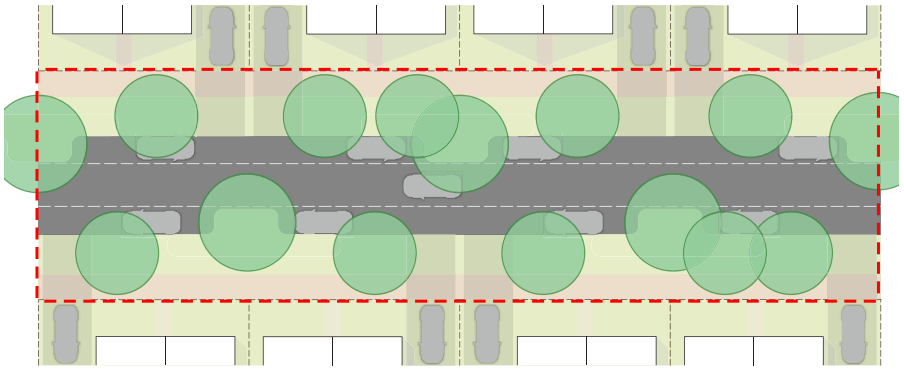
The precinct aims to provide:

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

CALCULATING THE STREET TREE CANOPY COVERAGE

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

01. Calculate 'Area A' of the public streetscape from property boundary to property boundary .
02. Calculate the canopy cover of a tree type using the radius of the canopy (πr2) 'Area B'.
03. Multiply the quantity of trees by the respective canopy area of the tree species (Area B) to calculate the total canopy cover proposed by species (c).
04. Add the canopy cover areas together to derive the total canopy cover proposed in the site area (Area D).
05. Divide Area D by Area A and multiply by 100 to arrive at the area of street canopy as a percentage



STREET CANOPY COVER = TREE CANOPY (accumulated canopy area from actual proposal) ÷ STREET AREA (street length x specified street section) X 100

Figure 1: Street canopy tree calculation example

4.4.2 MARSHALL PRECINCT STRUCTURE PLAN TREE SPECIES LIST

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

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

4.4.2 MARSHALL PRECINCT STRUCTURE PLAN TREE SPECIES LIST

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

4.4.2 MARSHALL PRECINCT STRUCTURE PLAN TREE SPECIES LIST

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

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

4.4.2 MARSHALL PRECINCT STRUCTURE PLAN TREE SPECIES LIST

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

*Denotes or similar cultivar

4.4 CANOPY COVER AND TREE SPECIES LIST

KEY POINTS TO CONSIDER:

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

5.0

GLOSSARY

5.0 GLOSSARY

A

Annual Exceedance Probability (AEP)
The probability that a given rainfall total accumulated over a given duration will be exceeded in any one year.

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

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

B

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

C

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

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

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

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

Conservation Reserve

- Areas with conservation value, for the conservation, preservation, restoration and protection of significant flora or fauna, and local natural, ecological or biodiversity value
- May include areas of remnant vegetation, bushland or unique and native flora or wildlife habitats that helps maintain biological and ecological diversity
- Recreation may be limited to use that has low impact on the area. Public access may be managed and some sites will be restricted or prevented

D

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

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

Development Infrastructure Levy (DIL)
Applies to developments and contributes to funding development infrastructure.

E

Ecological Vegetation Classes (EVC)
Standard unit for classifying vegetation types in Victoria. EVCs are described through a combination of floristics, lifeforms and ecological characteristics, and through an inferred fidelity to particular environmental attributes.

Encumbered open space
Land that is constrained for development purposes.

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

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

Environmentally Sustainable Development
Environmentally Sustainable Development (ESD) A set of principles which aim to improve the health and comfort of buildings for occupants whilst at the same time reducing negative impacts on the environment. ESD can provide affordable living outcomes, improved comfort levels and environmental benefits.

N

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

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

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

P

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

U

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

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

W

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

6.0

REFERENCES

6.1	Abbreviations	149
6.2	Background Studies	150

6.1 ABBREVIATIONS

NVPP
Native Vegetation Precinct Plan

PSP
Precinct Structure Plan

WLRB
Wetland and Retarding Basin

6.2 BACKGROUND STUDIES

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

ENVIRONMENT

- Marshall Precinct *Stormwater Management Strategy - Spiire* - December 2022
- *Bushfire Assessment and Development Report - Terramatrix* - May 2022
- *Marshall Native Vegetation Precinct Plan* - Ecology & Heritage Partners - May 2025
- *Marshall Precinct Preliminary Environmental Assessment Update - WSP* - 13 September 2023
- *Fauna Surveys, Marshall Precinct Plan Area, Marshall, Version B - Ecolink Consulting* - May 2022
- *Victorian Grassland Earless Dragon, Habitat Assessment, Marshall Precinct Structure Plan - Ecolink Consulting* - 5 April 2024
- *Providing Social Housing as Essential Infrastructure in Geelong's KSPAs - SGS Economics & Planning* - December 2021

MOVEMENT

- *Traffic Impact Assessment - Ratio* - March 2023

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THE CITY OF
GREATER GEELONG

MARSHALL
DEVELOPMENT CONTRIBUTIONS PLAN

JUNE 2025

CITY OF GREATER GEELONG



ACKNOWLEDGMENT OF COUNTRY

The City of Greater Geelong acknowledges the Wadawurrung People as the Traditional Owners of the land, waterways and skies of the North and Western 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.

CONTENTS

1 SUMMARY OF CHARGES 6

2 INTRODUCTION 8

2.1 Report Structure 9

2.2 Strategic Basis 10

2.3 Planning and Environment Act 1987 10

2.4 Marshall Precinct Structure Plan 11

2.5 The Area to which the Development Contributions Plan Applies 11

2.6 DCP Timeframe 11

3 INFRASTRUCTURE PROJECT JUSTIFICATION 14

3.1 Development infrastructure 16

3.1.1 Items not included in the Development Contributions Plan (Developer Works) 16

3.1.2 Community Infrastructure vs. Development Infrastructure 16

3.2 Project Identification 17

3.2.1 Transport Project 18

3.2.2 Drainage Projects 22

3.2.3 Open Space Projects 28

3.2.4 Community Projects 31

3.3 Project Timing 33

4 CALCULATION OF CONTRIBUTIONS 34

4.1 Calculation of Net Developable Area, Charge Areas and Demand Units 35

4.1.1 Net Developable Area and Land Budget 35

4.1.2 Demand Units and Charge Areas 38

4.2 Calculation of Contributions 40

4.2.1 Calculation of Project Costs 40

4.2.2 Land Value 40

4.2.3 DCP and PSP Preparation 41

4.2.4 Net Developable Area 41

5 ADMINISTRATION 46

5.1 Payment of Contributions and Payment Timing 47

5.1.1 Community Infrastructure Levy (CIL) 47

5.1.2 Development Infrastructure Levy (DIL) 48

5.1.3 Land and Works-in-kind 49

5.1.4 Credit for Over-provision 49

5.1.5 Funds Administration 50

5.2 Construction and Land Value Costs Indexation 51

5.3 Review Period 51

5.4 Adjustment to the Scope of Projects 52

5.5 Collecting Agency (Agency Responsible for Collecting Infrastructure Levy) 52

5.6 Development Agency (Agency Responsible for Works) 52

6 IMPLEMENTATION STRATEGY 54

6.1 Rationale for the Implementation Strategy 55

6.2 Implementation Mechanism 56

7 APPENDICES 58

7.1 Appendix A – Property Plan and Property Specific Land Budget 59

7.2 Appendix B – Project Sheets 62

7.3 Appendix C – Intersection Plans 108

PLAN & TABLES

TABLES

T1	Summary of Charges	7
T2	Intersection Projects	19
T3	Drainage Projects	24
T4	Open Space Projects	29
T5	Community Infrastructure	32
T6	NDA Breakdown	36
T7	Summary Land Use Budget	37
T8	Demand Units	38
T9	Calculation of Costs – Development Infrastructure Levy (DIL)	42
T10	Calculation of Costs – Community Infrastructure Levy (CIL)	45
T11	Property Specific Land Use Budget/Plan	60

PLANS

P1	Future Urban Structure	12
P2	Main Catchment Area	13
P3	Transport Projects	20
P4	Transport Land Items	21
P5	Drainage Projects	26
P6	Drainage Land Items	27
P7	Open Space Projects	30
P8	Location of Charge Areas	39
P9	Property Plan	59
P10	Barwon Heads Rd Intersection Plan - Interim	108
P11	Barwon Heads Rd Intersection Plan - Ultimate 109	
P12	Barwon Heads Rd Intersection Plan - Land Take Plan	110

SUMMARY OF CHARGES

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.

T1. SUMMARY OF CHARGES

SUMMARY - NET DEVELOPABLE AREA (NDA) BY CHARGE AREA

CHARGE AREA	TOTAL COST OF CONTRIBUTION	CONTRIBUTION PER NET DEVELOPABLE HECTARE
Charge Area 1	$80,816,067.42	$1,213,235.86
Charge Area 2	$2,804,381.83	$1,071,192.45
TOTAL	**$83,620,449.25**	

SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY

PROJECTS	TOTAL COST OF PROJECTS (MCA)	CONTRIBUTION PER NET DEVELOPABLE HECTARE (NDHA)
Transport	$7,068,518.30	$102,101.95
Drainage	$33,197,720.95	$479,527.96
Openspace	$9,461,796.00	$142,043.42
Land	$32,914,305.00	$475,434.13
Planning Costs	$978,109.00	$14,128.40
TOTAL	**$83,620,449.25**	

SUMMARY - BREAKDOWN OF DEVELOPMENT INFRASTRUCTURE LEVY

PROJECTS	TOTAL COSTS OF PROJECTS	CONTRIBUTIONS PER NET DEVELOPABLE HECTARE (NDHA)
LAND	$32,914,305.00	$475,434.13
CONSTRUCTION	$50,706,144.25	$737,801.73
TOTAL	**$83,620,449.25**	

SUMMARY - COMMUNITY INFRASTRUCTURE LEVY

	COMMUNITY INFRASTRUCTURE TOTAL	CAPPED LEVY PER DWELLING
TOTAL	**$2,466,618.58**	**$1,450.00**

Note - The above table 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.

INTRODUCTION

2.0	Introduction	9
2.1	Report Structure	9
2.2	Strategic Basis	10
2.3	Planning and Environment Act 1987	10
2.4	Marshall Precinct Structure Plan	11
2.5	The Area to which the Development Contributions Plan Applies	11
2.6	DCP Timeframe	11

2

2.0 INTRODUCTION

The Marshall Development Contributions Plan (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 precinct can be provided with timely access to infrastructure and services;
- 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 Marshall 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 (Victorian Planning Authority, 2021)
- Infrastructure Design Manual (Local Government Infrastructure Design Association);
- Armstrong Creek Integrated Infrastructure Delivery Plan, 2009.
- K2 Planning, 2012
- Councils Social Infrastructure Plan, 2020-2023
- Library Infrastructure Development Plan, 2019 (GRLC)
- Marshall Precinct Structure Plan and supporting documents; including:
  - Marshall Transport Infrastructure Assessment, Cardno July 2019
  - Marshall Transport Impact Assessment, Ratio March 2023
  - Marshall Stormwater Management Strategy, Spiire December 2022.
  - CBRE Land Valuation Report, June 2025.
  - Spiire Finalised Quantity Surveying and Costings Package, June 2023.
  - Expert Witness Statement, Stephen Watters 2024
  - Sumplementary SWMS Memo, Spiire 2025
  - Openspace Costings - DI_OS_7, City of Greater Geelong 2024
  - Intersection Analysis of Marshall DCP Item DI_IT_02, Stantec 2025

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 as required by 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 10 to the Development Contributions Plan Overlay (DCPO10) that applies to the 'main catchment area' illustrated on Plan 1.

2.4 MARSHALL 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 Greater Geelong Settlement Strategy was adopted by Council in August 2020 and gazetted into the Planning Scheme through C395.

The PSP identifies approximately 123 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 strategic 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.

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). The area shall be identified as DCPO 10 in the Greater Geelong Planning Scheme.

The DCP applies to 69.230 hectares Net Developable area of land.

2.6 DCP TIMEFRAME

For the purposes of the DCP a 20 year life has been adopted. This period commences from the date that the DCP is incorporated into the Greater Geelong Planning Scheme.

P1. FUTURE URBAN STRUCTURE



KEY

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

CONTEXT

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

LAND USE

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

MOVEMENT

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

P2. MAIN CATCHMENT AREA



KEY

Main Catchment Area

INFRASTRUCTURE PROJECT JUSTIFICATION

3.0 Infrastructure Project Justification 15

3.1 Development infrastructure 16

3.1.1 Items not included in the Development Contributions Plan (Developer Works) 16

3.1.2 Community Infrastructure vs. Development Infrastructure 16

3.2 Project Identification 17

3.2.1 Transport Project 18

3.2.2 Drainage Projects 22

3.2.3 Open Space Projects 28

3.2.4 Community Projects 31

3.3 Project Timing 33

3

3.0 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 DEVELOPMENT INFRASTRUCTURE

3.1.1 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 (where locations have been agreed in writing by Public Transport Victoria);
- Landscaping of all existing and future roads and local streets;
- Local shared, pedestrian and bicycle paths along local streets, connector streets, utilities easements and waterways including bridges, intersections, and barrier crossing points (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;
- Infrastructure as required by utility services providers, including water, sewerage, electricity, gas and telecommunications; and
- All designated conservation reserves except if located in existing or future redundant Council Road Reserves which are to contain key pedestrian corridors.

The items listed above 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 Planning and Environment Act (1987) and the Minister's Direction on Development Contributions, the DCP is required to make a distinction between "development" and "community" infrastructure.

Items of infrastructure of a community or social nature are to be classified as community infrastructure, whilst all other infrastructure required under the DCP (being types of works set out in clause 5 of the Minister's Direction on Development Contributions) are classified as development infrastructure.

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 project categories are included in the DCP:

DEVELOPMENT INFRASTRUCTURE (DI)	
Transport projects	IT – Intersections
Open Space Projects	OS – Local Parks and Linear Open Space
Drainage Projects	DR – Drainage Infrastructure Item
Land Items	LA – Land

COMMUNITY INFRASTRUCTURE (CI)	
Community Infrastructure	CF – Community Facilities OS – Open Space Community Infrastructure

3.2.1 TRANSPORT PROJECT

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 Marshall 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 Marshall Precinct. As identified within the Marshall Traffic Impact Assessments (2019) and (2023) the East/West and Reserve Connector Roads are the main internal roads within the precinct. However, due to the fragmented nature of land holdings within the precinct there are implementation risks associated with these roads. As a result, all land associated with the East/West and the Reserve Connector Roads beyond that of the existing road reserves will be included within the DCP. If required, this will enable Council to step in and acquire land holdings that cannot be purchased privately. The construction of the Connector Road network however is to remain developer works (and not funded via the DCP), as standardly applied in DCP's.

Shared user paths that serve the broader movement and access network in the Marshall 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:

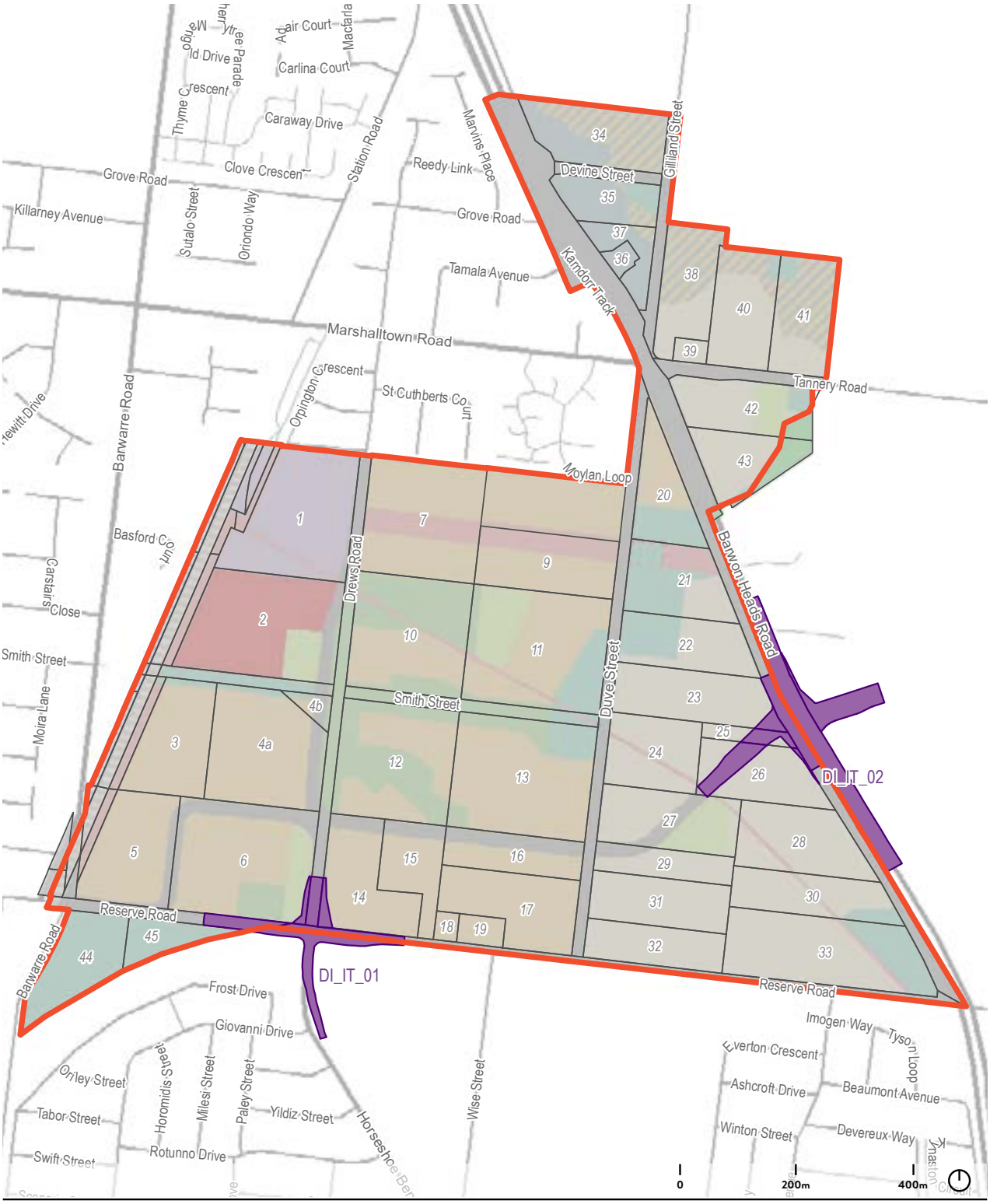
- Construction of controlled intersections with the existing road network bordering the precinct and associated works including bridge or culvert works across waterways / drainage catchments
- Connections between the new development and the existing shared-path network.
- Provision of land allocation to facilitate road construction listed in the DCP and consistent with the relevant cross-sections outlined in the PSP.

These projects are shown in Plan 3 and described in Table 2.

T2. TRANSPORT PROJECTS

DCP PROJECT NUMBER/S	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_IT_01	Construction associated with the Drews Road/Horseshoe Road and Reserve Road 4 way signalised intersection.	The first subdivision requiring the intersections delivery in accordance with the Ratio Transport Impact Assessment, 2023).	Intersection Identified in transport and engineering planning as required for appropriate traffic management as identified within the Marshall Transport Infrastructure Assessment 2019 (Cardno) and updated within Marshall Transport Impact Assessment 2023 (Ratio).
DI_IT_02	Construction associated with the East-West Connector/ Barwon Heads Road/NEIP 4 way signalised intersection.	The first subdivision requiring the intersections delivery in accordance with the Ratio Transport Impact Assessment, 2023).	Intersection Identified in transport and engineering planning as required for appropriate traffic management as identified within the Marshall Transport Infrastructure Assessment 2019 (Cardno), updated within Marshall Transport Impact Assessment 2023 (Ratio) and Intersection Analysis of Marshall DCP Item DI_IT_02, Stantec 2025.
DI_LA_13	Land required (0.203 ha) for the construction of DI_IT_01 and the Bellarine Link Intersection - Property 45 (0.014 ha), Property 6 (0.078 ha), Property 14 (0.111 ha).	The first subdivision requiring the intersections delivery in accordance with the Ratio Transport Impact Assessment, 2023).	Land required for intersections as identified in the Marshall Transport Infrastructure Assessment 2019 (Cardno) and updated within Marshall Transport Impact Assessment 2023 (Ratio).
DI_LA_14	Land required (0.674 ha) for the construction of DI_IT_02 - property 23 (0.112ha), property 25 (0.167 ha), property 26 (0.395 ha).	The first subdivision requiring the intersections delivery in accordance with the Ratio Transport Impact Assessment, 2023).	Land required for intersections as identified in the Marshall Transport Infrastructure Assessment 2019 (Cardno) and updated within Marshall Transport Impact Assessment 2023 (Ratio).
DI_LA_15	Land required (1.333 ha) for the Reserve Road and E/W Connector Road Roundabout - property 4a (0.079 ha), property 5 (0.275 ha) property 6 (0.863 ha), property 12 (0.007 ha), property 14 (0.109 ha).	The first subdivision requiring the associated road section to be delivery in accordance with the Ratio Transport Impact Assessment, 2023).	Land required to facilitate the delivery of the road network within the Marshall Precinct as identified in the Marshall Transport Infrastructure Assessment 2019 (Cardno) and updated within Marshall Transport Impact Assessment 2023 (Ratio).
DI_LA_16	Land required (1.562 ha) for the East/West Connector Road - property 14 (0.130 ha), property 15 (0.266 ha), property 16 (0.607 ha), property 24 (0.004ha), property 26 (0.014 ha), property 27 (0.347 ha), property 29 (0.194 ha).	The first subdivision requiring the associated road section to be delivery in accordance with the Ratio Transport Impact Assessment, 2023).	Land required to facilitate the delivery of the road network within the Marshall Precinct as identified in the Marshall Transport Infrastructure Assessment 2019 (Cardno) and updated within Marshall Transport Impact Assessment 2023 (Ratio).
DI_LA_17	Land required (0.839 ha) for the Drews Road Widening/Realignment - property 1 (0.110ha), property 2 (0.361ha), property 6 (0.005 ha), property 14 (0.009 ha), property 4a (0.248 ha), Property 4b (0.106 ha).	The first subdivision requiring the associated road section to be delivery in accordance with the Ratio Transport Impact Assessment, 2023).	Land required to facilitate the delivery of the road network within the Marshall Precinct as identified in the Marshall Transport Infrastructure Assessment 2019 (Cardno) and updated within Marshall Transport Impact Assessment 2023 (Ratio).

P3. TRANSPORT PROJECTS



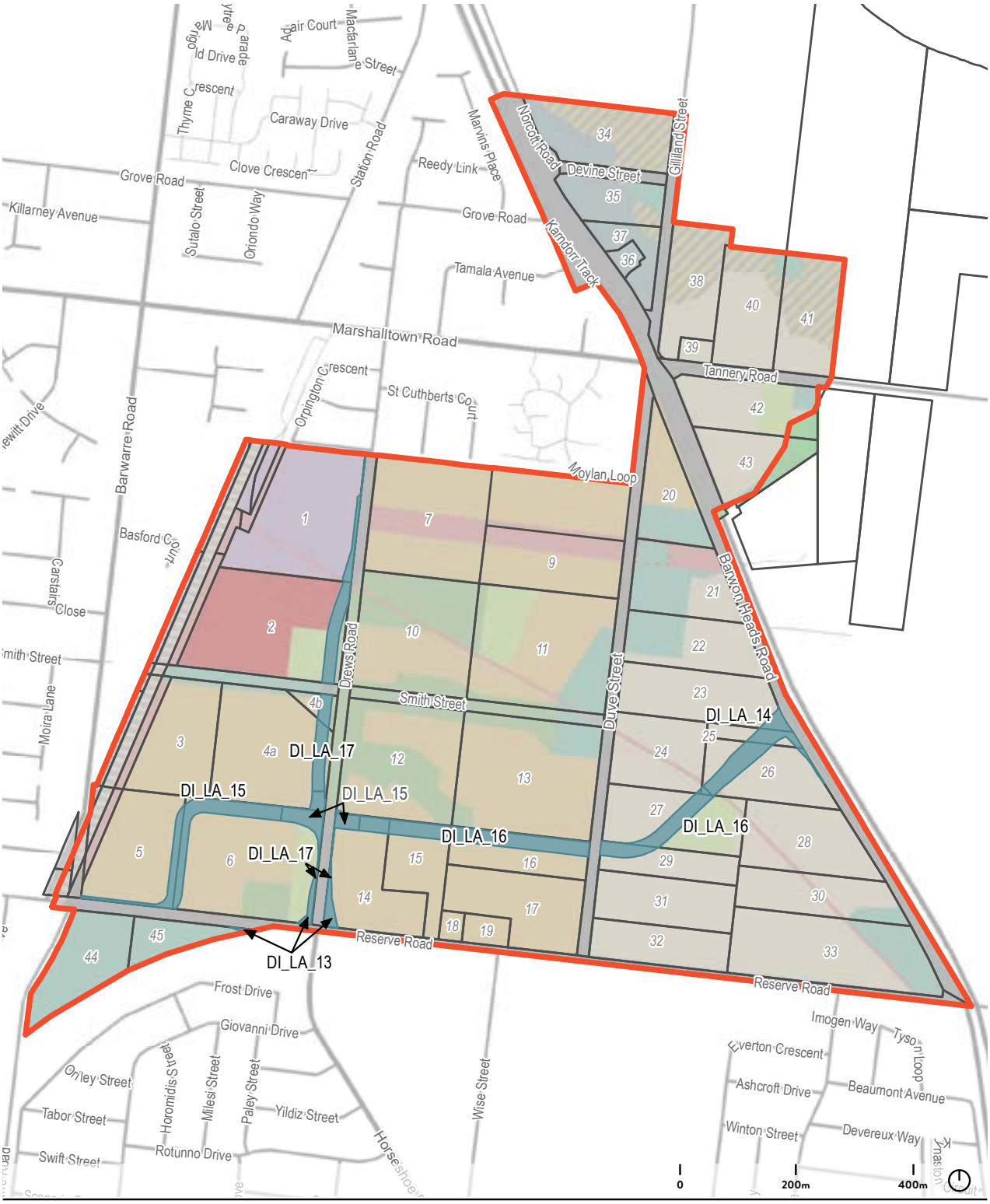
KEY

Main Catchment Area

Transport Project

13 Property Number

P4. TRANSPORT LAND ITEMS



KEY

Main Catchment Area

13 Property Number

Transport Land Item

3.2.2 DRAINAGE PROJECTS

The DCP makes funding available for the construction of all major drainage infrastructure. In order to address the challenges posed by the fragmented nature of the Marshall precinct and promote the optimal development of the landholdings constrained by the drainage infrastructure, all types of drainage infrastructure as contained within the Marshall PSP are included within the DCP.

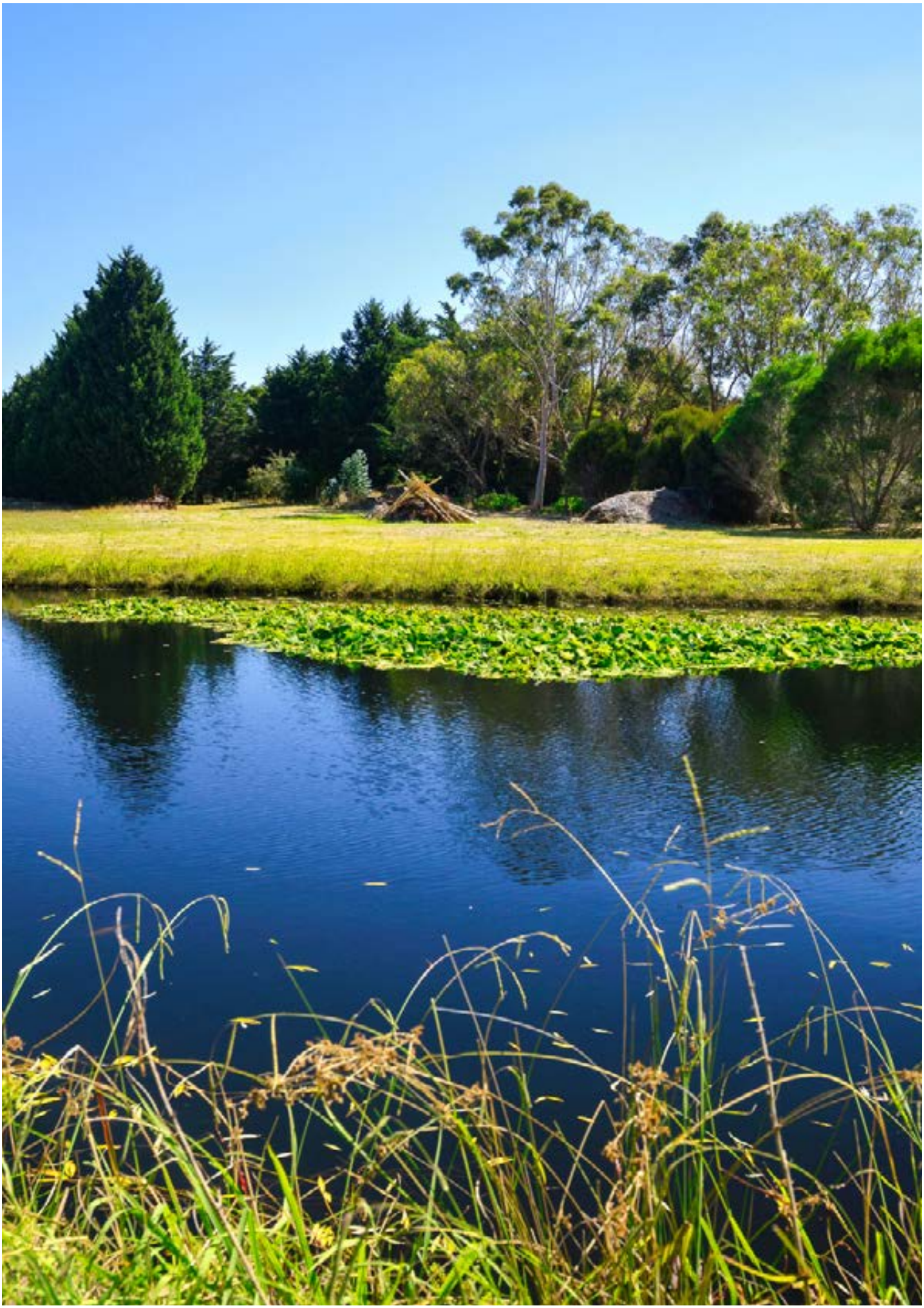
The drainage infrastructure has been strategically identified and designed as contained within the Marshall Stormwater Water Management Strategy prepared by Spiire and dated December 2022.

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
- Shared User Paths that serve the broader Marshall 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 5.

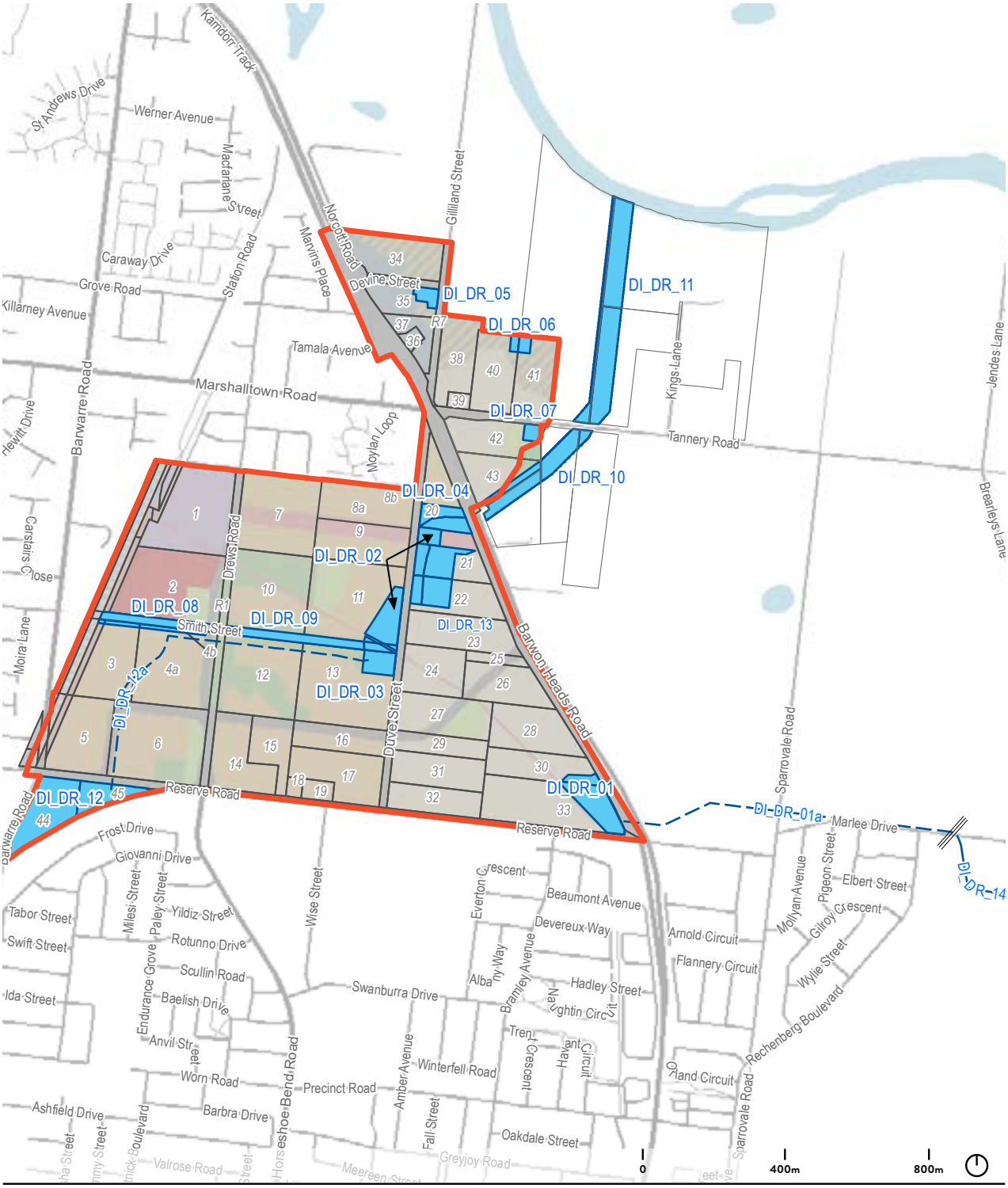


T3. DRAINAGE PROJECTS

DCP PROJECT NUMBER	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_DR_01	Construction of a sediment pond, wetland and retarding basin (WLRB02).	The first subdivision/development within South East Catchment K.	Openspace infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_LA_01	Land required (1.190ha) for the Construction of WLRB02 - property 30 (0.208ha) and property 33 (0.982ha).	The first subdivision/development within South East Catchment K.	Land required for drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_DR_01a	Construction of a piped Drainage Main in Between WLRB02 and WW06.	The first subdivision/development within South East Catchment K, or to the satisfaction of the Responsible Authority.	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_DR_02	Construction of a Waterway from north of SB01 to Barwon Heads Road (WW03).	The first subdivision within Catchment A, B, C, D, E and F, whichever comes first.	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_LA_02	Land required (1.879 ha) for the construction of WW03 - property 11 (0.823 ha), property 20 (0.373 ha), property 21 (0.479 ha), property 22 (0.204 ha).	The first subdivision within Catchment A, B, C, D, E and F, whichever comes first.	Land required for drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_DR_03	Construction of Sediment Basin and Siphon and associated infrastructure (SB01) and the portion of SUP04 surrounding the Basin.	The first subdivision within catchment C or D, which ever comes first.	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_LA_05	Land required (0.501 ha) for the construction of SB01 - property 11 (0.026 ha), property 13 (0.475 ha).	The first subdivision within catchment C or D, which ever comes first.	Land required for drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_DR_04	Construction of the Sediment Basin, Waterway and associated infrastructure (SB02) and the portion of SUP02 surrounding the drainage basin.	The first subdivision within catchment A, F or B, whichever comes first.	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_LA_03	Land required (0.370 ha) for the construction of SB02 - property 20 (0.370 ha).	The first subdivision within catchment A, F or B, whichever comes first.	Land required for drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_DR_05	Construction of a Sediment Pond and Retarding Basin and associated infrastructure (SBRB01).	The first subdivision/development within Catchment G.	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_LA_06	Land required (0.253 ha) for the construction of SBRB01 - property 35 (0.253).	The first subdivision/development within Catchment G.	Land required for drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_DR_06	Construction of a Sediment Pond and Retarding Basin and associated infrastructure (SBRB02).	The first subdivision/development within Catchment H.	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_LA_07	Land required (.231 ha) for the construction of SBRB02 -property 40 (0.096 ha), property 41 (0.135ha).	The first subdivision/development within Catchment H.	Land required for drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_DR_07	Construction of a Sediment Pond and Retarding Basin and associated infrastructure (SBRB03).	The first subdivision/development within Catchment J.	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_LA_08	Land required (0.184 ha) for the construction of SBRB03 - property 42 (0.184 ha).	The first subdivision/development within Catchment J.	Land required for drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.

DCP PROJECT NUMBER	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_DR_08	Construction of Waterway in between the Rail Corridor and Drews Road (WW01), including the construction of SUP8.	The first subdivision within Catchment C or D, whichever comes first.	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_LA_09	Land required (0.258 ha) for the construction of WW01 - property 3 (0.090 ha), property 4a (0.116 ha), property 4b (0.052 ha).	The first subdivision within Catchment C or D, whichever comes first.	Land required for drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_DR_09	Construction of Waterway abutting the Smith Street Greenway, including bi pass drain (WW_02).	The first subdivision within catchment C or D, whichever comes first.	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_DR_10	Construction of Waterway in between Barwon Heads Road and Tannery Road (WW04).	Upon 50% of the Marshall Catchment Developing.	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022 and updated within Expert Witness Statement, Stephen Watters 2024.
DI_LA_10	Land required (1.477 ha) for the construction of WW04 - Property 43 (0.289 ha), 401-419 Barwon Heads Road, Charlemont (0.502 ha), 30 Tannery Road, Charlemont (0.595 Ha), 46 Tannery Road, Charlemont (0.091 Ha).	Upon 50% of the Marshall Catchment Developing.	Land required for drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_DR_11	Construction of the waterway in between Tannery Road and The Barwon River (WW05).	Upon 50% of the Marshall Catchment Developing.	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022 and updated within Expert Witness Statement, Stephen Watters 2024.
DI_LA_11	Land required (3.253 ha) for the construction of WW05 - 31-39 Tannery Road, Charlemont (0.392 ha), 41-49 Tannery Road, Charlemont (1.472 Ha), 81-89 Tannery Road, Charlemont (1.389 Ha).	Upon 50% of the Marshall Catchment Developing.	Land required for drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_DR_12	Construction of a Retarding Basin and associated infrastructure (WLRB03), including shared paths SUP_06 (portion) and SUP07.	First subdivision within catchment D or to the satisfaction of the Responsible Authority.	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_LA_12	Land required (2.931 ha) for the construction of WLRB03 - property 44 (2.054ha), property 45 (.877 ha).	First subdivision within catchment D or to the satisfaction of the Responsible Authority.	Land required for drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_DR_12a	Construction of the piped drainage main in Between WLRB03 and SB01.	First subdivision within catchment D or to the satisfaction of the Responsible Authority.	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_DR_13	Construction of a Wetland and Sediment basin (SBWL01), including the construction of a portion of SUP02 (3m.).	The first subdivision within catchment E.	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_LA_04	Land required (1.170 ha) for the construction of SBWL01 - property 21 (0.634 ha), property 22 (0.536 ha).	The first subdivision within catchment E.	Land required for drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
DI_DR_14	Construction of the waterway outfall within the Sparrowvale wetlands (WW06).	The first Subdivision within Catchment K or to the satisfaction of the Responsible Authority.	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022 and updated within Supplementary SWMS Memo, Spiire 2025.

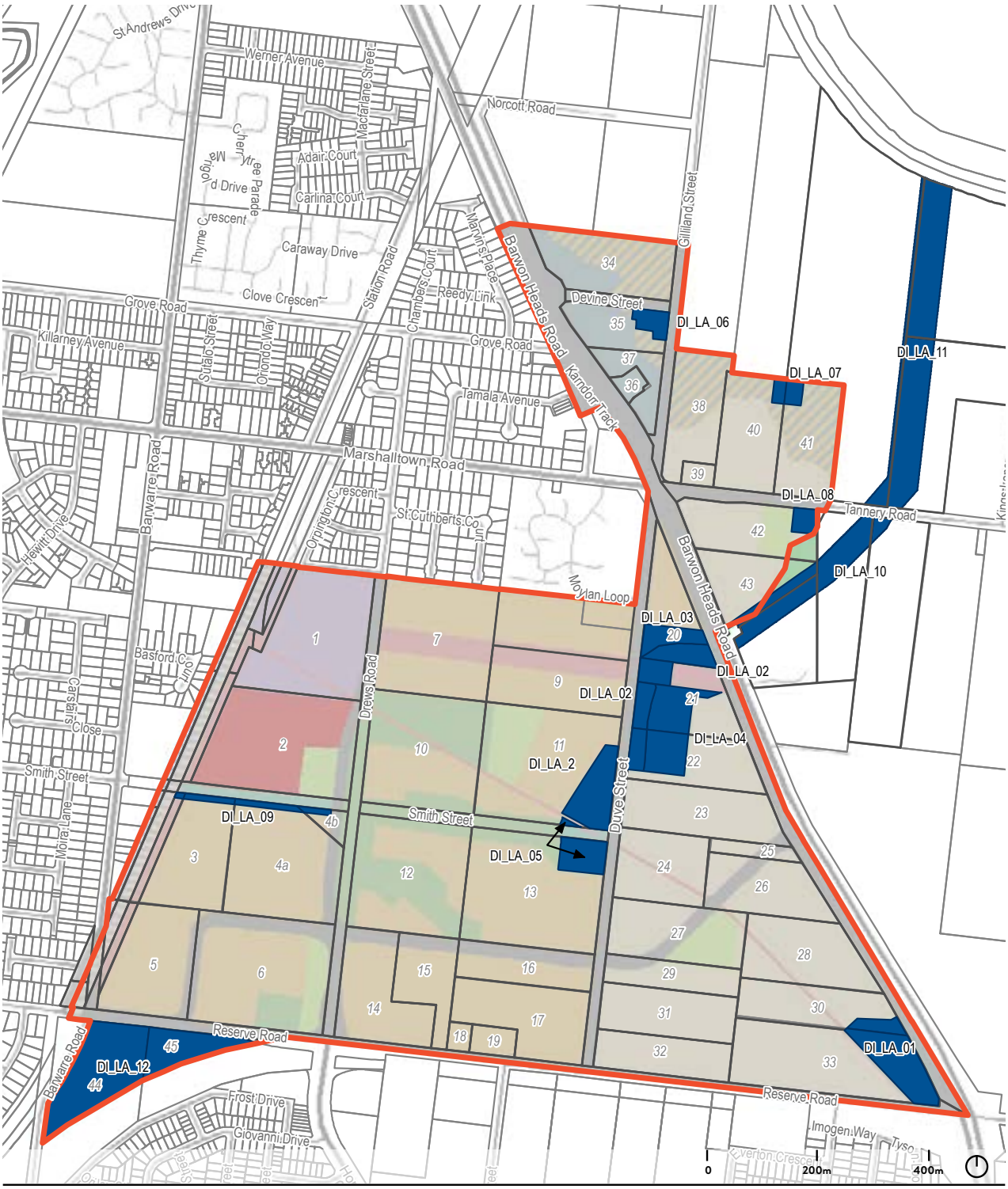
P5. DRAINAGE PROJECTS



KEY

- Main Catchment
- Proposed Main Drain – Indicative Location
- Waterway Drainage Line
- Drainage Item
- 13 Property Number

P6. DRAINAGE LAND ITEMS



KEY

Main Catchment

13 Property Number

Drainage Land Item

3.2.3 OPEN SPACE PROJECTS

The inclusion of local parks in the Development Contributions Plan (DCP) is required to ensure that their development and maintenance align with the broader needs of the catchment area and the fragmented landholdings within the precinct. This is a fair and equitable development outcome within the Marshall Precinct.

Typically, only local park playground equipment has been included in previous Development Contribution Plans in the Armstrong Creek Growth Area. However, in this case, the DCP for the Marshall Precinct will also encompass the landscape embellishment associated with the local park items, due to the broader catchment that the infrastructure services. This means that the funding for landscaping elements within the local parks will be included in the DCP. The planning and preparation works required to implement the local park items will still remain the responsibility of the developers.

Furthermore, the shared user paths that serve the greater access and movement network will be incorporated within the respective local park item where they intersect. This ensures that the shared user paths, which facilitate connectivity and accessibility within the precinct, are appropriately accounted for 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 Marshall PSP.

In summary the open space projects include:

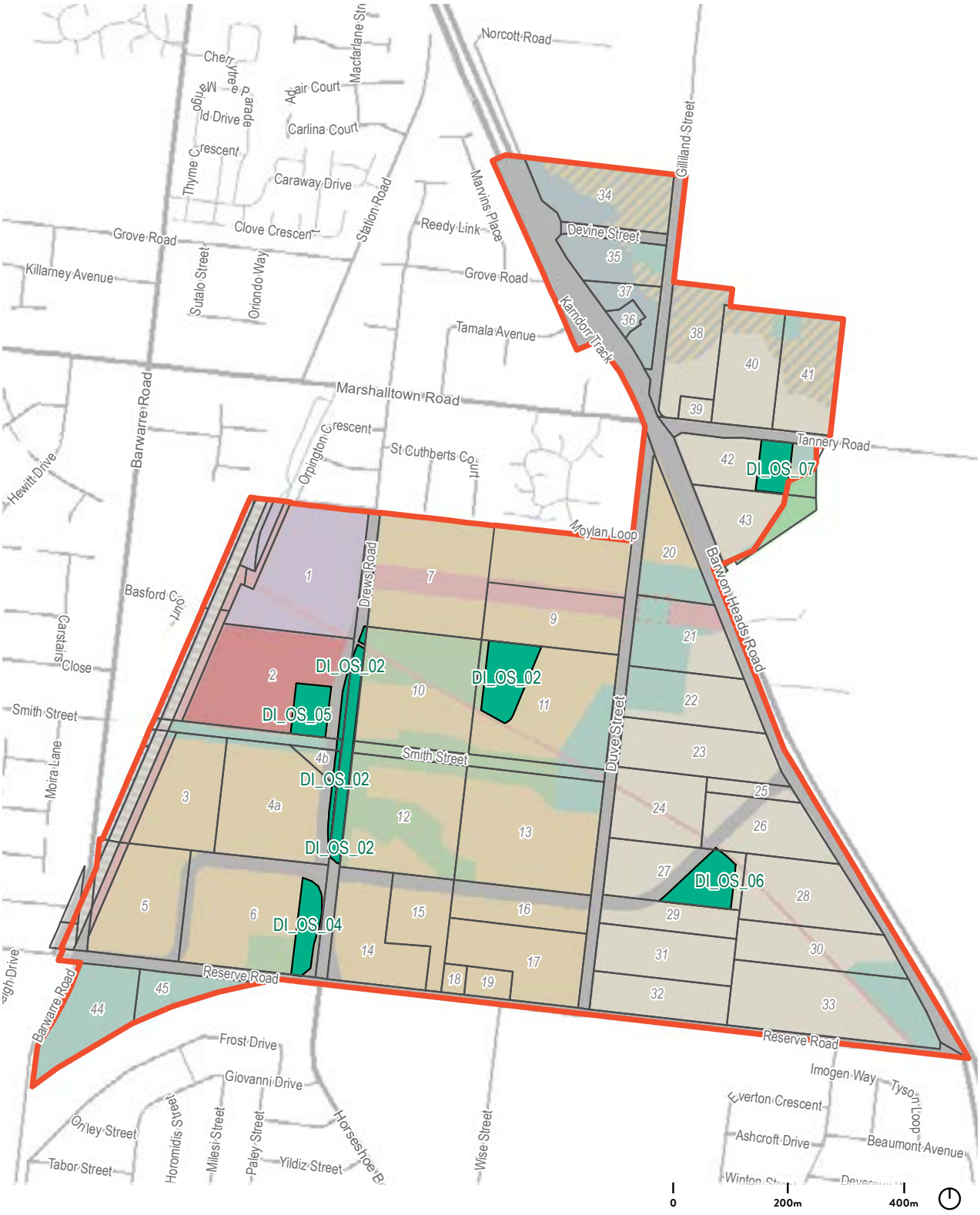
- Playground equipment and landscape embellishment of open space for the four local parks.
- Upgrade Works Required for both the Drews Road and Smith Street Greenways, including the integrated Shared User paths which are located in the relevant Local Park.

The open space projects funded by the DCP are shown on Plan 7 and described in Table 4.

T4. OPEN SPACE PROJECTS

DCP PROJECT NUMBER/S	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_OS_01	Linear Openspace - Smith Street Greenway.	The subdivision and development which requires the upgrades to WW02.	Greenways identified in the Precinct Structure Plan to provide linkages between open space, community facilities, residential and commercial areas and protection of native vegetation.
DI_OS_02	Linear Openspace - Drews Road Greenway.	The subdivision and development which triggers the ultimate realignment of Drews Road.	Greenways identified in the Precinct Structure Plan to provide linkages between open space, community facilities, residential and commercial areas and protection of native vegetation.
DI_OS_03	Local Park - Northern Park Adjacent to Conservation - Landscaping Embellishment and Playground Equipment and a section of SUP4.	The subdivision and or development on the parcel in which contains the local park.	Local Park openspace embellishments required to serve the Marshall Residential Catchment as identified within the Marshall PSP.
DI_OS_04	Local Park - Southern Park Separated by Conservation - Landscaping embellishment and Playground Equipment.	The subdivision and or development on the parcel in which contains the local park.	Local Park openspace embellishments required to serve the Marshall Residential Catchment as identified within the Marshall PSP.
DI_OS_05	Local Park - Station Precinct Park - Landscaping Embellishment and Playground Equipment.	The subdivision and or development on the parcel in which contains the local park.	Local Park openspace embellishments required to serve the Marshall Residential Catchment as identified within the Marshall PSP.
DI_OS_06	Local Park - East West Connector - Landscaping Embellishment, Playground Equipment and a section of SUP5.	The subdivision and or development on the parcel in which contains the local park.	Local Park openspace embellishments required to serve the Marshall Precinct residential catchment as identified within the Marshall PSP.
DI_OS_07	Local Park - Tannery Road - Landscaping Embellishment and Playground Equipment.	The subdivision and or development on the parcel in which contains the local park.	Local Park openspace embellishments required to serve the Marshall Precinct residential catchment as identified within the Marshall PSP.

P7. OPEN SPACE PROJECTS



KEY

Main Catchment Area

Open Space Item

13 Property Number

3.2.4 COMMUNITY PROJECTS

The Marshall PSP has identified that there is no requirement for new public community facilities to be developed within the Precinct. However, two existing Armstrong Creek PSP/DCP's include projects that serve a wider catchment that includes the Precinct. These infrastructure items are as follows:

1. Armstrong Creek Town Centre Development Contributions Plan (DCP06):

- CI_CF_01 – Regional Library: This item refers to the inclusion of a regional library within the community infrastructure. The details of this library, such as its size, services, and location, is outlined in the Armstrong Creek Town Centre Development Contributions Plan.
- In the Armstrong Creek Integrated Infrastructure Delivery Plan of 2009, the library is identified as a regional infrastructure item intended to serve the entire Armstrong Creek Growth Area. As the inclusion of the library in the ACTC PSP occurred after the implementation of other precincts within Armstrong Creek, except for Marshall, no additional community infrastructure contribution has been made to date, apart from the ACTC DCP's Community Infrastructure Levy for a financial 'cash contribution'.
- To address this, the Marshall DCP will incorporate a community infrastructure levy to generate a cash contribution towards the DI_CF_01 (Regional Library). The contribution from Marshall has been determined through comparing the forecasted dwelling count for Marshall (1,661) by the forecasted dwelling count for the entire Armstrong Creek Growth Area (23,160) to which the Library is servicing. As of consequence the Marshall DCP will include the Library as a Community Infrastructure Item and will be apportioned 7.17% of the updated Construction cost of the Library.

2. Horseshoe Bend Development Contributions Plan (DCPO5):

- CI_OS_1 – Regional Active Open Space – Community Pavilion - North: This item pertains to the provision of an open space pavilion in the Regional Active Openspace, specifically in the northern region of the Horseshoe Bend Precinct. The allocation for this pavilion is split, with 80% designated for Horseshoe Bend and 20% for the Marshall Precinct.
- The Marshall DCP will include a Community Infrastructure Levy associated with 20% of the community pavilion item.

Both the regional library and the open space pavilion will be considered as Community Infrastructure Items within the Development Contributions Plan (DCP) for the Marshall Precinct.

T5. COMMUNITY INFRASTRUCTURE

DCP PROJECT NUMBER/S	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
CI_CF_01	Library - construction (contribution) - Contribution to the construction of the regional library in the Armstrong Creek Town Centre.	Complete.	Contribution to community facilities required to serve the new resident population in line with the Armstrong Creek Integrated Infrastructure Delivery Plan 2009, the K2 Planning Report 2012, CoGG Social Infrastructure Plan 2020-2023 and Library Infrastructure Development Plan, 2019 (GRLC).
CI_OS_01	Regional Active Open Space (northern) - Community Pavilion.	Please refer to HSB DCP DI_OS_01 Provision Trigger.	Horseshoe Bend PSP Regional Openspace infrastructure in which services the Marshall Precinct.

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.

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
- Community needs determine the delivery of works or land for open space and associated facilities.

All items in the DCP will be provided when practicable when 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).

CALCULATION OF CONTRIBUTIONS

4.1 Calculation of Net Developable Area, Charge Areas and Demand Units 35

4.1.1 Net Developable Area and Land Budget 35

4.1.2 Demand Units and Charge Areas 38

4.2 Calculation of Contributions 40

4.2.1 Calculation of Project Costs 40

4.2.2 Land Value 40

4.2.3 DCP and PSP Preparation 41

4.2.4 Net Developable Area 41

4

4.1 CALCULATION OF NET DEVELOPABLE AREA, CHARGE AREAS AND DEMAND UNITS

The following section sets out how the net developable area (NDA) is calculated outlines the development projections anticipated in the precinct along with establishing the Demand Units and Charge Areas associated with the precinct.

4.1.1 NET DEVELOPABLE AREA AND LAND BUDGET

In the DCP, all development infrastructure contributions are payable on the net developable area 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 open space and encumbered land. NDA includes any land for lots, housing and employment buildings and all local streets.

Table 6 identifies a summary land budget of the Marshall Precinct, which identifies a total of 69.230 Net developable hectares. Table 7 identifies that the NDA is divided into three separate distinct areas based on future land use, being the Station Precinct, Commercial and Bulky Goods Precinct and the Residential area associated with the Marshall Precinct.

The 'per Net Developable Hectare' contributions will not and must not be amended to respond to minor changes to land budgets that may result from the subdivision process. In other words, the DCP is permanently linked to the calculation of Net Developable Area set out in the detailed land budget in Table 6.

T6. NDA BREAKDOWN

DESCRIPTION	HECTARES	% OF NDA	DWELLINGS
Residential (Medium and Standard)	63.069	91.10%	1484
Station Precinct	3.543	5.12%	177
Commercial/Bulky Goods	2.618	3.78%	0
TOTAL	**69.230**	**100%**	**1661**

T7. SUMMARY LAND USE BUDGET

DESCRIPTION	HECTARES	% TOTAL SITE
TOTAL PRECINCT AREA	**122.963**	**100%**
TRANSPORT		
Arterial Road	5.949	4.84%
Arterial Road Intersection (Barwon Heads Road)	0.674	0.55%
Arterial Road Intersection (Bellarine Link)	0.576	0.47%
Arterial Road Intersection (HSB / Drews / Reserve Road)	0.251	0.20%
Connector Road Intersection	0.619	0.50%
Drews Rd Connector Road	1.390	1.13%
EW Connector road	2.517	2.05%
Existing Rail Reserve	1.780	1.45%
Part of Transport or Barwon Water	0.691	0.56%
Retained Existing Road Reserve	5.323	4.33%
Transport Hub	4.151	3.38%
SUBTOTAL TRANSPORT	**23.921**	**19.45%**
UNCREDITED OPENSPACE		
Barwon Water Easements Adjacent to Rail Reserve	1.173	0.95%
Conservation	7.537	6.13%
Drainage (Within Existing Road Reserve)	0.699	0.57%
Drainage (Within High Voltage Electricity Utility Easement)	0.246	0.20%
Flood Overlay Land	4.877	3.97%
High Voltage Electricity Utility Easement	2.275	1.85%
Main Outfall Sewer Utility Easement	0.807	0.66%
Waterway, Wetland And Drainage Reserve	8.794	7.15%
SUBTOTAL UNCREDITED OPENSPACE	**26.408**	**21.48%**
CREDITED OPENSPACE		
Local Park	3.404	2.77%
SUBTOTAL CREDITED OPENSPACE	**3.404**	**2.77%**

NDA		
TOTAL NDA	**69.230**	**56%**

4.1.2 DEMAND UNITS AND CHARGE AREAS

DEMAND UNITS

Within this DCP, each 'net developable hectare' corresponds to one demand unit for the Development Infrastructure Levy, while each dwelling corresponds to one demand unit for the Community Infrastructure Levy. The cumulative number of demand units is displayed in Table 8.

All development (residential, station precinct and commercial) contributes to drainage, transport projects and planning items included in the DCP. Only the residential and station precinct development contributes to open space and community projects included in the DCP.

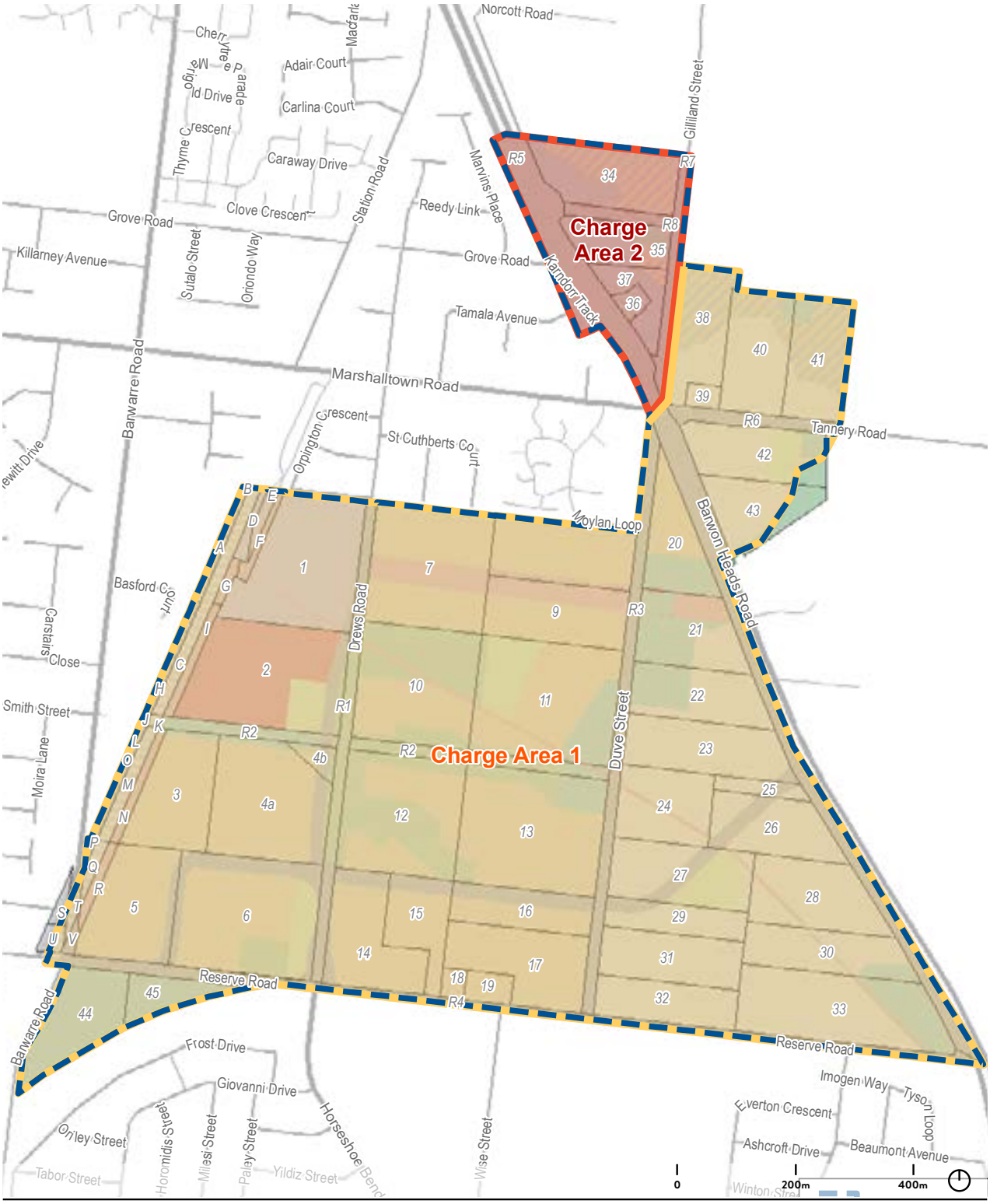
CHARGE AREAS

The Main Catchment Area has been divided into two charge areas. These charge areas have been established to account for the different land use classifications, geographical locations and the varying need and nexus associated with the relevant Infrastructure items included in the DCP. Table 7 displays the number of demand units (Net Developable Area and residential dwellings) within each charge area, while Plan 8 indicates the respective location of each charge area.

T8. DEMAND UNITS

CHARGE AREA	DESCRIPTION	DEVELOPMENT INFRASTRUCTURE LEVY (HA)	COMMUNITY INFRASTRUCTURE LEVY (DWELLINGS)
Charge Area 1	Residential land and Station Precinct	66.612	1661
Charge Area 2	Commercial/Bulky Goods	2.618	0
TOTAL		**69.230**	**1661**

P8. LOCATION OF CHARGE AREAS



KEY

13 Property Number

4.2 CALCULATION OF CONTRIBUTIONS

4.2.1 CALCULATION OF PROJECT COSTS

Each infrastructure project has been assigned a land and/or construction cost as required, as listed in Table 9 (Development Infrastructure) and Table 10 (Community Infrastructure). Note that the land items and construction items have been listed separately within Table 8.

The costs are expressed in 2025 dollars and will be adjusted annually in accordance with the method specified in Section 5.2. All projects originally expressed in 2023 dollars have been indexed to 2025 values using the method specified in Section 5.2. The Development Infrastructure costs associated with the construction items to be relied on have been undertaken:

- Development Infrastructure Projects (Intersection, Drainage and Open space) costs have been determined by Spiire (refer to Table 9 and Appendix B for cost sheets).
- Community Infrastructure projects have been taken from the respective original DCP they are contained within and indexed to 2025 values.

4.2.2 LAND VALUE

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 precinct land area was provided to a registered valuer who then prepared a valuation on a 'before and after method'. The valuation of the relevant property takes into consideration any underlying land encumbrances and existing conditions that may impact the land value. These encumbrances and existing conditions have been considered to assist in determining the overall value of the property and subsequently the value of the individual land items.

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.

4.2.4 NET DEVELOPABLE AREA

In this DCP, the Development Infrastructure Levy is payable based on the NDA of land on any given development site as derived from the property specific land budget included in the Appendix A. The NDA is expressed in Hectares.

The 'Net Developable Area per Hectare' contributions will not and must not be amended to respond to minor changes in land budgets that may result from the subdivision process. In other words, the DCP is permanently linked to the calculation of Net Developable Area set out in Table 9.

The property specific land budget included in the PSP is to be used to determine the number of Net Developable Hectares on individual properties. Calculations of NDA for each individual property is outlined in Appendix A.

T9. CALCULATION OF COSTS – DEVELOPMENT INFRASTRUCTURE LEVY (DIL)

DRAINAGE

DCP ID	DCP TYPE	PROJECT DESCRIPTION	CONSTRUCTION/ LAND COST	EXTERNAL AP-PORTIONMENT	COST MCA	CHARGE AREAS	DEMAND UNITS	LEVY PER HA	CHARGE AREA 1 LEVY/HA (STATION PRE-CINCT AND RESIDENTIAL)	CHARGE AREA 2 LEVY/HA (COMMER-CIAL)
DI_DR_01	Development	Construction of a sediment pond, wetland and retarding basin (WLRB02).	$2,596,662.00	0.00%	$2,596,662.00	All	69.230	$37,507.76	$37,507.76	$37,507.76
DI_DR_01a	Development	Construction of a piped Drainage Main in Between WLRB02 and WW06	$1,751,315.00	0.00%	$1,751,315.00	All	69.230	$25,297.05	$25,297.05	$25,297.05
DI_DR_02	Development	Construction of a Waterway from north of SB01 to Barwon Heads Road (WW03).	$4,390,586.00	0.00%	$4,390,586.00	All	69.230	$63,420.28	$63,420.28	$63,420.28
DI_DR_03	Development	Construction of Sediment Basin and Siphon and associated infrastructure (SB01) and the portion of SUP04 surrounding the Basin	$1,917,887.00	0.00%	$1,917,887.00	All	69.230	$27,703.12	$27,703.12	$27,703.12
DI_DR_04	Development	Construction of the Sediment Basin, Waterway and associated infrastructure (SB02) and the portion of SUP02 surrounding the drainage basin.	$1,111,593.00	0.00%	$1,111,593.00	All	69.230	$16,056.52	$16,056.52	$16,056.52
DI_DR_05	Development	Construction of a Sediment Pond and Retarding Basin and associated infrastructure (SBRB01)	$819,288.00	0.00%	$819,288.00	All	69.230	$11,834.29	$11,834.29	$11,834.29
DI_DR_06	Development	Construction of a Sediment Pond and Retarding Basin and associated infrastructure (SBRB02)	$786,010.00	0.00%	$786,010.00	All	69.230	$11,353.60	$11,353.60	$11,353.60
DI_DR_07	Development	Construction of a Sediment Pond and Retarding Basin and associated infrastructure (SBRB03)	$822,037.00	0.00%	$822,037.00	All	69.230	$11,874.00	$11,874.00	$11,874.00
DI_DR_08	Development	Construction of Waterway in between the Rail Corridor and Drews Road (WW01), including the construction of SUP8	$1,371,007.00	0.00%	$1,371,007.00	All	69.230	$19,803.65	$19,803.65	$19,803.65
DI_DR_09	Development	Construction of Waterway abutting the Smith Street Greenway, including bi pass drain (WW_02).	$1,703,520.00	0.00%	$1,703,520.00	All	69.230	$24,606.67	$24,606.67	$24,606.67
DI_DR_10	Development	Construction of Waterway in between Barwon Heads Road and Tannery Road (WW04)	$2,339,726.00	29.25%	$1,655,356.15	All	69.230	$23,910.97	$23,910.97	$23,910.97
DI_DR_11	Development	Construction of the waterway in between Tannery Road and The Barwon River (WW05)	$3,960,181.00	29.25%	$2,801,828.06	All	69.230	$40,471.30	$40,471.30	$40,471.30
DI_DR_12	Development	Construction of a Retarding Basin and associated infrastructure (WLRB03), including shared paths SUP_06 (portion) and SUP07	$6,353,502.00	0.00%	$6,353,502.00	All	69.230	$91,773.83	$91,773.83	$91,773.83
DI_DR_12a	Development	Construction of the piped drainage main in Between WLRB03 and SB01	$2,694,527.00	0.00%	$2,694,527.00	All	69.230	$38,921.38	$38,921.38	$38,921.38
DI_DR_13	Development	Construction of a Wetland and Sediment basin (SBWL01), including the construction of a portion of SUP02 (3m)	$2,071,401.00	0.00%	$2,071,401.00	All	69.230	$29,920.57	$29,920.57	$29,920.57
DI_DR_14	Development	Construction of the waterway outfall within the Sparrowvale wetlands (WW06)	$2,341,345.00	85.00%	$351,201.75	All	69.230	$5,072.97	$5,072.97	$5,072.97
SUB-TOTAL DRAINAGE			**$37,030,587.00**		**$33,197,720.95**			**$479,527.96**	**$479,527.96**	**$479,527.96**

T9. CALCULATION OF COSTS – DEVELOPMENT INFRASTRUCTURE LEVY (DIL)

TRANSPORT

DCP ID	DCP TYPE	PROJECT DESCRIPTION	CONSTRUCTION/ LAND COST	EXTERNAL APPORTIONMENT	COST MCA	CHARGE AREAS	DEMAND UNITS	LEVY PER HA	CHARGE AREA 1 LEVY/HA (STATION PRECINCT AND RESIDENTIAL)	CHARGE AREA 2 LEVY/HA (COMMERCIAL)
DI_IT_01	Development	Construction associated with the Drews Road/Horseshoe Road and Reserve Road 4 way signalised intersection.	$5,707,181.00	70.00%	$1,712,154.30	All	69.230	$24,731.39	$24,731.39	$24,731.39
DI_IT_02	Development	Construction associated with the East-West Connector/Barwon Heads Road/NEIP 4 way signalised intersection	$10,712,728.00	50.00%	$5,356,364.00	All	69.230	$77,370.56	$77,370.56	$77,370.56
SUB-TOTAL TRANSPORT			**$16,419,909.00**		**$7,068,518.30**			**$102,101.95**	**$102,101.95**	**$102,101.95**

OPENSPACE

DCP ID	DCP TYPE	PROJECT DESCRIPTION	CONSTRUCTION/ LAND COST	EXTERNAL APPORTIONMENT	COST MCA	CHARGE AREAS	DEMAND UNITS	LEVY PER HA	CHARGE AREA 1 LEVY/HA (STATION PRECINCT AND RESIDENTIAL)	CHARGE AREA 2 LEVY/HA (COMMERCIAL)
DI_OS_01	Development	Linear Openspace - Smith Street Greenway	$377,149.00	0.00%	$377,149.00	Charge Area 1 only	66.612	$5,661.88	$5,661.88	$0.00
DI_OS_02	Development	Linear Openspace - Drews Road Greenway	$833,733.00	0.00%	$833,733.00	Charge Area 1 only	66.612	$12,516.26	$12,516.26	$0.00
DI_OS_03	Development	Local Park - Northern Park Adjacent to Conservation - Landscaping Embellishment and Playground Equipment and a section of SUP4	$2,266,609.00	0.00%	$2,266,609.00	Charge Area 1 only	66.612	$34,027.04	$34,027.04	$0.00
DI_OS_04	Development	Local Park - Southern Park Separated by Conservation - Landscaping embellishment and Playground Equipment	$1,529,895.00	0.00%	$1,529,895.00	Charge Area 1 only	66.612	$22,967.26	$22,967.26	$0.00
DI_OS_05	Development	Local Park - Station Precinct Park - Landscaping Embellishment and Playground Equipment	$1,983,265.00	0.00%	$1,983,265.00	Charge Area 1 only	66.612	$29,773.39	$29,773.39	$0.00
DI_OS_06	Development	Local Park - East West Connector - Landscaping Embellishment, Playground Equipment and a section of SUP5	$1,321,145.00	0.00%	$1,321,145.00	Charge Area 1 only	66.612	$19,833.44	$19,833.44	$0.00
DI_OS_07	Development	Local Park - Tannery Road - Landscaping Embellishment and Playground Equipment	$1,150,000.00	0.00%	$1,150,000.00	Charge Area 1 only	66.612	$17,264.16	$17,264.16	$0.00
SUB-TOTAL OPENSPACE			**$9,461,796.00**		**$9,461,796.00**			**$142,043.42**	**$142,043.42**	**$0.00**

T9. CALCULATION OF COSTS – DEVELOPMENT INFRASTRUCTURE LEVY (DIL)

LAND

DCP ID	DCP TYPE	PROJECT DESCRIPTION	CONSTRUCTION/ LAND COST	EXTERNAL APPORTIONMENT	COST MCA	CHARGE AREAS	DEMAND UNITS	LEVY PER HA	CHARGE AREA 1 LEVY/HA (STATION PRECINCT AND RESIDENTIAL)	CHARGE AREA 2 LEVY/HA (COMMERCIAL)
DI_LA_01	Development	Land required (1.190ha) for the Construction of WLRB02 - property 30 (0.208ha) and property 33 (0.982ha)	$2,473,000.00	0.00%	$2,473,000.00	All	69.230	$35,721.51	$35,721.51	$35,721.51
DI_LA_02	Development	Land required (1.879 ha) for the construction of WW03 - property 11 (0.823 ha), property 20 (0.373 ha), property 21 (0.479 ha), property 22 (0.204 ha)	$3,886,273.00	0.00%	$3,886,273.00	All	69.230	$56,135.68	$56,135.68	$56,135.68
DI_LA_03	Development	Land required (0.370 ha) for the construction of SB02 - property 20 (0.370 ha)	$856,528.00	0.00%	$856,528.00	All	69.230	$12,372.21	$12,372.21	$12,372.21
DI_LA_04	Development	Land required (1.170 ha) for the construction of SBWL01 - property 21 (0.634 ha), property 22 (0.536 ha)	$2,396,046.00	0.00%	$2,396,046.00	All	69.230	$34,609.94	$34,609.94	$34,609.94
DI_LA_05	Development	Land required (0.501 ha) for the construction of SB01 - property 11 (0.026 ha), property 13 (0.475 ha)	$998,153.00	0.00%	$998,153.00	All	69.230	$14,417.93	$14,417.93	$14,417.93
DI_LA_06	Development	Land required (0.253 ha) for the construction of SBRB01 - property 35 (0.253)	$297,000.00	0.00%	$297,000.00	All	69.230	$4,290.05	$4,290.05	$4,290.05
DI_LA_07	Development	Land required (0.231 ha) for the construction of SBRB02 -property 40 (0.096 ha), property 41 (0.135ha)	$437,000.00	0.00%	$437,000.00	All	69.230	$6,312.29	$6,312.29	$6,312.29
DI_LA_08	Development	Land required (0.184 ha) for the construction of SBRB03 - property 42 (0.184 ha)	$387,000.00	0.00%	$387,000.00	All	69.230	$5,590.06	$5,590.06	$5,590.06
DI_LA_09	Development	Land required (0.258 ha) for the construction of WW01 - property 3 (0.090 ha), property 4a (0.116 ha), property 4b (0.052 ha)	$721,286.00	0.00%	$721,286.00	All	69.230	$10,418.69	$10,418.69	$10,418.69
DI_LA_10	Development	Land required (1.477 ha) for the construction of WW04 - Property 43 (0.289 ha), 401-419 Barwon Heads Road, Charlemont (0.502 ha), 30 Tannery Road, Charlemont (0.595 Ha), 46 Tannery Road, Charlemont (0.091 Ha)	$1,571,000.00	29.25%	$1,111,482.50	All	69.230	$16,054.93	$16,054.93	$16,054.93
DI_LA_11	Development	Land required (3.253 ha) for the construction of WW05 - 31-39 Tannery Road, Charlemont (0.392 ha), 41-49 Tannery Road, Charlemont (1.472 Ha), 81-89 Tannery Road, Charlemont (1.389 Ha)	$763,000.00	29.25%	$539,822.50	All	69.230	$7,797.52	$7,797.52	$7,797.52
DI_LA_12	Development	Land required (2.931 ha) for the construction of WLRB03 - property 44 (2.054ha), property 45 (.877 ha)	$7,777,654.00	0.00%	$7,777,654.00	All	69.230	$112,345.14	$112,345.14	$112,345.14
DI_LA_13	Development	Land required (0.203 ha) for the construction of DI_IT_01 and the Bellarine Link Intersection - Property 45 (0.014 ha), Property 6 (0.078 ha), Property 14 (0.111 ha)	$454,193.00	0.00%	$454,193.00	All	69.230	$6,560.64	$6,560.64	$6,560.64
DI_LA_14	Development	Land required (0.674 ha) for the construction of DI_IT_02 - property 23 (0.112ha), property 25 (0.167 ha), property 26 (0.395 ha)	$1,680,254.00	0.00%	$1,680,254.00	All	69.230	$24,270.61	$24,270.61	$24,270.61
DI_LA_15	Development	Land required (1.333 ha) for the Reserve Road and E/W Connector Road Roundabout - property 4a (0.079 ha), property 5 (0.275 ha) property 6 (0.863 ha), property 12 (0.007 ha), property 14 (0.109 ha)	$2,805,715.00	0.00%	$2,805,715.00	All	69.230	$40,527.44	$40,527.44	$40,527.44
DI_LA_16	Development	Land required (1.562 ha) for the East/West Connector Road - property 14 (0.130 ha), property 15 (0.266 ha), property 16 (0.607 ha), property 24 (0.004ha), property 26 (0.014 ha), property 27 (0.347 ha), property 29 (0.194 ha)	$3,643,682.00	0.00%	$3,643,682.00	All	69.230	$52,631.55	$52,631.55	$52,631.55
DI_LA_17	Development	Land required (0.839 ha) for the Drews Road Widening/Realignment - property 1 (0.110ha), property 2 (0.361ha), property 6 (0.005 ha), property 14 (0.009 ha), property 4a (0.248 ha), Property 4b (0.106 ha)	$2,449,216.00	0.00%	$2,449,216.00	All	69.230	$35,377.96	$35,377.96	$35,377.96
SUB-TOTAL LAND			**$33,597,000.00**		**$32,914,305.00**			**$475,434.13**	**$475,434.13**	**$475,434.13**

PLANNING COSTS

DI_PL_01	Development	Planning Costs associated with the preparation of the Marshall PSP and DCP	$978,109.00	0.00%	$978,109.00	All	69.230	$14,128.40	$14,128.40	$14,128.40
TOTAL			**$97,487,401.00**		**$83,620,449.25**			**$1,213,235.86**	**$1,213,235.86**	**$1,071,192.45**

T10. CALCULATION OF COSTS – COMMUNITY INFRASTRUCTURE LEVY (CIL)

COMMUNITY INFRASTRUCTURE ITEM

DCP ID	DCP TYPE	PROJECT DESCRIPTION	CONSTRUC-TION COST	EXTERNAL APPORTION-MENT	COST MCA	CHARGE AREAS	DEMAND UNITS	LEVY PER DWELL-ING	CHARGE AREA 1 LEVY/ DWELLING (STATION PRECINCT AND RESIDEN-TIAL)	CHARGE AREA 2 LEVY/HA (COM-MERCIAL)	24/25 CAPPED CIL LEVY/ DWELLING
CI_OS_01	Community	Regional Active Open Space (northern) - Community Pavilion.	$3,956,160.00	80.00%	$791,232.00	Charge Area 1 only	1661	$476.36	$476.36	$0.00	$465.13
CI_CF_01	Community	Library - construction (contribution) - Contribution to the construction of the regional library in the Armstrong Creek Town Centre.	$23,360,598.00	92.83%	$1,675,386.58	Charge Area 1 only	1661	$1,008.66	$1,008.66	$0.00	$984.87
TOTAL					**$2,466,618.58**			**$1,485.02**	**$1,485.02**		**$1,450.00**

ADMINISTRATION

5.0 Administration 46

5.1 Payment of Contributions and Payment Timing 47
- 5.1.1 Community Infrastructure Levy (CIL) 47
- 5.1.2 Development Infrastructure Levy (DIL) 48
- 5.1.3 Land and Works-in-kind 49
- 5.1.4 Credit for Over-provision 49
- 5.1.5 Funds Administration 50

5.2 Construction and Land Value Costs Indexation 51

5.3 Review Period 51

5.4 Adjustment to the Scope of Projects 52

5.5 Collecting Agency (Agency Responsible for Collecting Infrastructure Levy) 52

5.6 Development Agency (Agency Responsible for Works) 52

5

5.0 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 & 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 Community Infrastructure Levy prior to receiving a Statement of Compliance. This proactive approach simplifies the collection of development contributions, reduces administrative complexities for CoGG, 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 at such other time as agreed with the collecting agency 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 development infrastructure levy 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
- Where a developer is in credit against their contribution liability, this credit should be indexed annually in accordance with the DCP indexation mechanism

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 with in 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 in that class. 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
- 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 utilized 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 & LAND VALUE COSTS INDEXATION

Capital costs of all infrastructure items, including land, are in 2025 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 Marshall.

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 in 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.

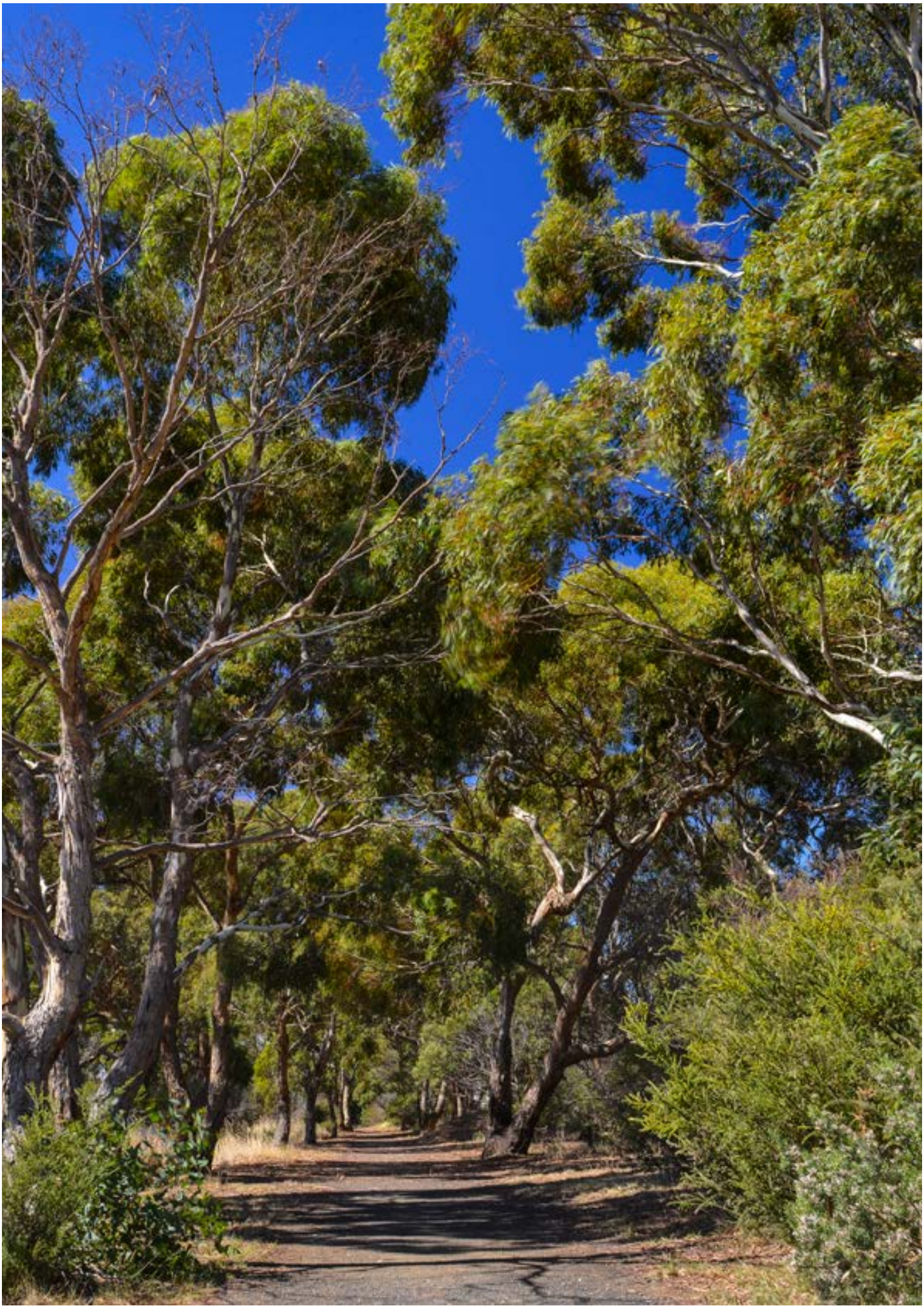
In these cases there must be no negative impact on the DCP. The developer must pay the additional costs associated with the provision of the infrastructure item over and above the standard required by the DCP.

5.5 COLLECTING AGENCY (AGENCY RESPONSIBLE FOR COLLECTING INFRASTRUCTURE LEVY)

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)

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.



IMPLEMENTATION STRATEGY

6.0 Implementation Strategy 55
6.1 Rationale for the Implementation Strategy 55
6.2 Implementation Mechanism 56

6

6.0 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)
- 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

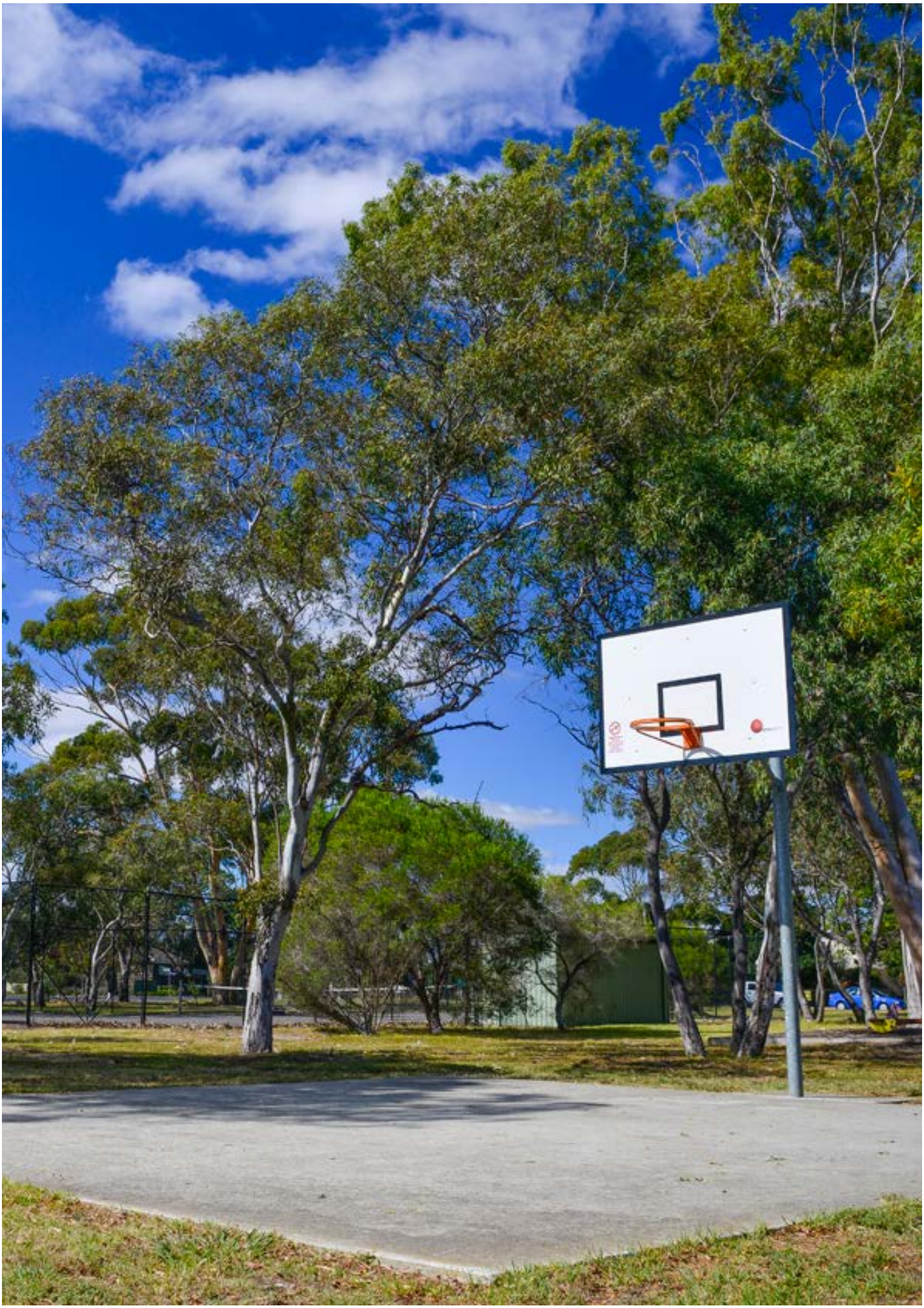
Under section 46P of the Act, the collecting agency may accept (with the consent of the development agency where the collecting agency is not also the development agency) the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payment. 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 7 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.



APPENDICES

7.1 Appendix A – Property Plan and Property Specific Land Budget 59

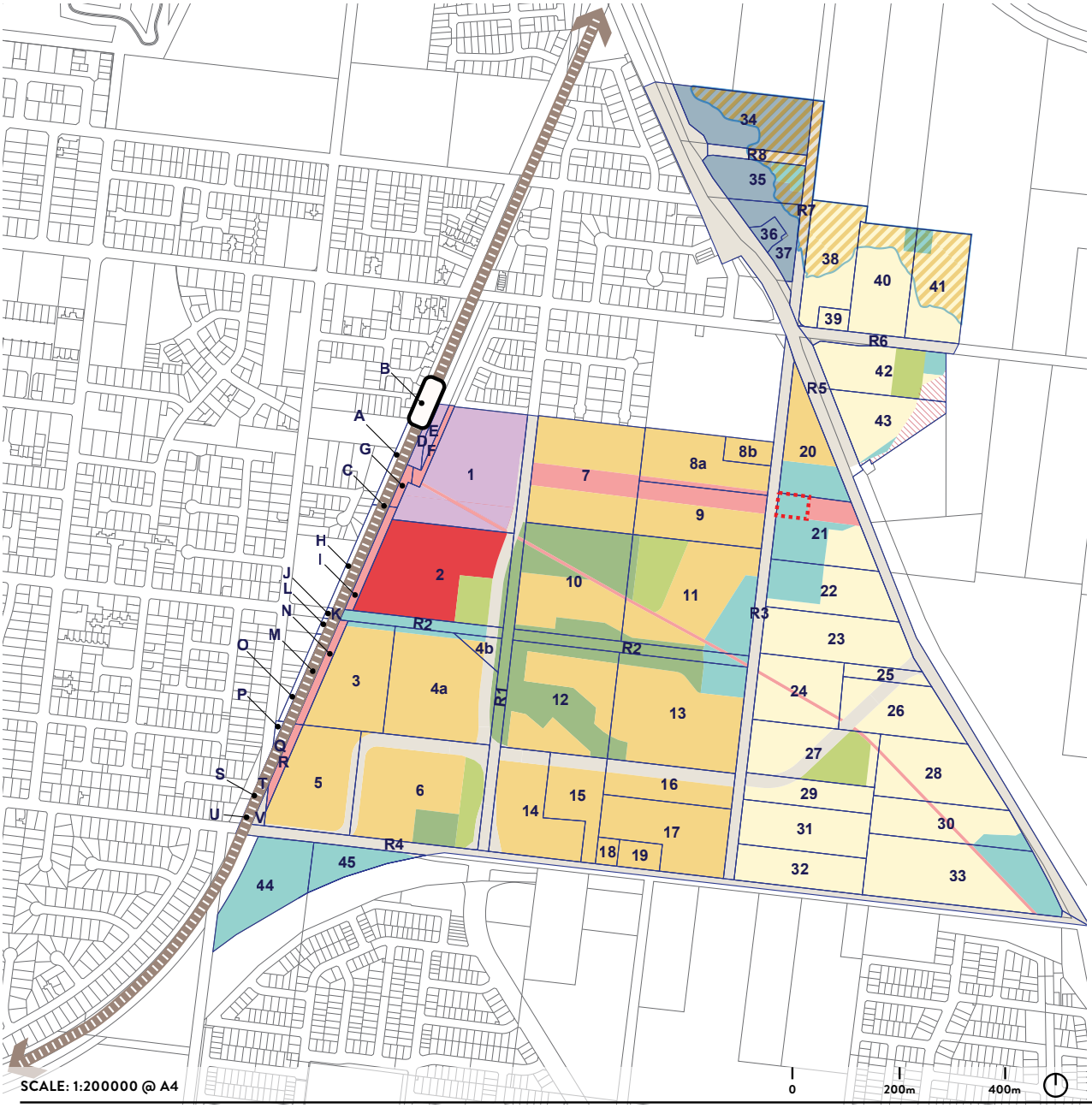
7.2 Appendix B – Project Sheets 62

7.3 Appendix C – Intersection Plans 108

7

7.1 APPENDIX A – PROPERTY PLAN & PROPERTY SPECIFIC LAND BUDGET

P9. PROPERTY PLAN



KEY

CONTEXT

- Property Boundary
- #12 Armstrong Creek Precinct Boundary

EXCLUDED & ENCUMBERED LAND

- Land excluded from Land Budget (NEIP PSP Area) *
- Existing Road Reserve Retained as Road
- Conservation Reserve
- Utilities Easements
- Drainage Reserve
- Station & Carpark TRZ1
- Proposed DCP Connector Road
- Barwon River Floodplain
- Drainage area included on Transmission Easement

NET DEVELOPABLE LAND

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

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

7.1 APPENDIX A - PROPERTY PLAN AND PROPERTY SPECIFIC LAND BUDGET

T11. PROPERTY SPECIFIC LAND USE BUDGET/PLAN

PARCEL		OUT-SIDE PREC-INCT	TRANSPORT											UNCREDITED OPEN SPACE								CRED-ITED OPEN SPACE	NET DEVELOPABLE AREA BREAKDOWN				TOTAL NDA (HA)	
PROPERTY NUMBER	TOTAL	Part of NEIP PSP and DCP	Arterial road	Arterial Road Intersection (Barwon Heads Road)	Arterial Road Intersection (Bellarine Link)	Arterial Road Intersection (HSB / Drews / Reserve Road)	Connector Road Intersection	Drews Rd Connector road	EW Connector road	Existing Rail Reserve	Part of Transport or Barwon Water	Retained Existing Road Reserve	Transport Hub	Barwon Water Easements Adjacent to Rail Reserve	Conservation	Drainage (Within Existing Road Reserve)	Drainage (Within High Voltage Electricity Utility Easement)	Flood Overlay Land	High Voltage Electricity Utility Easement	Main Outfall Sewer Utility Easement	Waterway, Wetland & Drainage Reserve	Local Park	Commercial Bulky Goods	Medium/High Density Residential	Conventional Residential	Station Precinct	TOTAL NDA	TOTAL NDA AS % OF PROPERTY
1	4.003							0.110					3.783							0.110							0.000	0.00
2	4.562							0.361							0.110					0.000		0.548				3.543	3.543	77.66
3	2.390																				0.090			2.300			2.300	96.23
5	2.729								0.275															2.454			2.454	89.92
6	4.766				0.078		0.235	0.005	0.628						0.508							0.583		2.729			2.729	57.26
7	4.048																		0.861					3.187			3.187	78.73
9	2.437																		0.810					1.627			1.627	66.76
10	4.050														2.304					0.131				1.615			1.615	39.88
11	4.860														0.311					0.130	0.849	0.973		2.597			2.597	53.44
12	4.053						0.007								2.030									2.016			2.016	49.74
13	4.854														0.578					0.000	0.475			3.801			3.801	78.31
14	2.459				0.111		0.109	0.009	0.130															2.100			2.100	85.40
15	1.507								0.266															1.241			1.241	82.35
16	1.623								0.607															1.016			1.016	62.60
17	2.550																							2.550			2.550	100.00
18	0.203																							0.203			0.203	100.00
19	0.403																							0.403			0.403	100.00
20	1.748																				0.743			1.005			1.005	57.49
21	2.098																0.246		0.383		0.867				0.602		0.602	28.69
22	2.034																				0.740				1.294		1.294	63.62
23	2.432			0.112																					2.320		2.320	95.39
24	2.024								0.004											0.106					1.914		1.914	94.57
25	0.406			0.167																					0.239		0.239	58.87
26	2.035			0.395					0.014											0.010		0.002			1.614		1.614	79.31
27	2.425			0.000					0.347											0.030		0.798			1.250		1.250	51.55
28	2.402																			0.080					2.322		2.322	96.67
29	1.214								0.194																1.020		1.020	84.02
30	1.941																			0.065	0.208				1.668		1.668	85.94
31	2.024																								2.024		2.024	100.00
32	1.642																								1.642		1.642	100.00
33	4.075																			0.110	0.982				2.983		2.983	73.20
34	2.409																	1.612					0.797				0.797	33.08
35	1.291																	0.198			0.253		0.840				0.840	65.07
36	0.230																						0.230				0.230	100.00
37	0.830																	0.079					0.751				0.751	90.48
38	2.006																	1.200							0.806		0.806	40.18
39	0.233																								0.233		0.233	100.00
40	2.205																	0.472			0.096				1.637		1.637	74.24
41	2.093																	1.316			0.135				0.642		0.642	30.67

T11. PROPERTY SPECIFIC LAND USE BUDGET/PLAN

PARCEL		OUT-SIDE PREC-INCT	TRANSPORT												UNCREDITED OPEN SPACE									CRED-ITED OPEN SPACE	NET DEVELOPABLE AREA BREAKDOWN				TOTAL NDA (HA)	
PROPERTY NUMBER	TOTAL	Part of NEIP PSP and DCP	Arterial road	Arterial Road Intersection (Barwon Heads Road)	Arterial Road Intersection (Bellarine Link)	Arterial Road Intersection (HSB / Drews / Reserve Road)	Connector Road Intersection	Drews Rd Connector road	EW Connector road	Existing Rail Reserve	Part of Transport or Barwon Water	Retained Existing Road Reserve	Transport Hub	Barwon Water Easements Adjacent to Rail Reserve	Conservation	Drainage (Within Existing Road Reserve)	Drainage (Within High Voltage Electricity Utility Easement)	Flood Overlay Land	High Voltage Electricity Utility Easement	Main Outfall Sewer Utility Easement	Waterway, Wetland & Drainage Reserve	Local Park	Commercial Bulky Goods	Medium/High Density Residential	Conventional Residential	Station Precinct	TOTAL NDA	TOTAL NDA AS % OF PROPERTY
42	2.088	0.192																			0.184	0.500			1.212		1.212	58.05
43	1.732	0.411																			0.057				1.264		1.264	72.98
44	2.054																				2.054						0.000	0.00
45	0.891					0.014															0.877						0.000	0.00
4a	3.763						0.079	0.248							0.082						0.116			3.238			3.238	86.05
4b	0.290							0.106							0.054						0.052			0.078			0.078	26.90
8a	2.033																		0.221					1.812			1.812	89.13
8b	0.411																							0.411			0.411	100.00
A	0.208										0.208																0.000	0.00
B	0.002										0.002																0.000	0.00
C	0.850									0.850																	0.000	0.00
D	0.183												0.183														0.000	0.00
E	0.185												0.185														0.000	0.00
F	0.198													0.198													0.000	0.00
G	0.131													0.131													0.000	0.00
H	0.211										0.211																0.000	0.00
I	0.315													0.315													0.000	0.00
J	0.021										0.021																0.000	0.00
K	0.043									0.043																	0.000	0.00
L	0.032										0.032																0.000	0.00
M	0.422									0.422																	0.000	0.00
N	0.316													0.300							0.016						0.000	0.00
O	0.179										0.179																0.000	0.00
P	0.038										0.038																0.000	0.00
Q	0.181									0.181																	0.000	0.00
R	0.229													0.229													0.000	0.00
R1	1.663				0.181		0.189	0.508							0.777					0.008							0.000	0.00
R2	1.552							0.043							0.783	0.699				0.027							0.000	0.00
R3	2.045								0.052			1.993															0.000	0.00
R4	1.954		0.062		0.206	0.237				0.037		1.412															0.000	0.00
R5	5.920	0.033	5.887																								0.000	0.00
R6	0.639											0.639															0.000	0.00
R7	0.818											0.818															0.000	0.00
R8	0.377											0.377															0.000	0.00
S	0.019									0.019																	0.000	0.00
T	0.144									0.144																	0.000	0.00
U	0.085									0.084		0.001															0.000	0.00
V	0.083											0.083															0.000	0.00
GRAND TOTAL	123.599	0.636	5.949	0.674	0.576	0.251	0.619	1.390	2.517	1.780	0.691	5.323	4.151	1.173	7.537	0.699	0.246	4.877	2.275	0.807	8.794	3.404	2.618	36.383	26.686	3.543	69.230	56.01

7.2 APPENDIX B – PROJECT SHEETS

Each DCP item to have an individual Project Sheet following finalisation of DCP.

ITEM CODE	DI_DR_01
DESCRIPTION	Construction Of A Sediment Pond, Wetland and Retarding Basin (Wlrb02).
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$2,596,662.00
Indicative Provision Trigger	The First Subdivision/Development within South East Catchment K.
Strategic Justification	Openspace infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$2,596,662.00
Demand Units	69.230
Levy Amount	$37,507.76
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

ITEM CODE	DI_DR_01A
DESCRIPTION	Construction of a Piped Drainage Main in between WLRB02 and WW06.
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$1,751,315.00
Indicative Provision Trigger	The first Subdivision/Development within South East Catchment K, or to the Satisfaction of the Responsible Authority.
Strategic Justification	Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$1,751,315.00
Demand Units	69.230
Levy Amount	$25,297.05
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_DR_02
DESCRIPTION	Construction of a Waterway from North of SB01 to Barwon Heads Road (WW03).
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$4,390,586.00
Indicative Provision Trigger	The First Subdivision within Catchment A, B, C, D, E and F, whichever comes First.
Strategic Justification	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$4,390,586.00
Demand Units	69.230
Levy Amount	$63,420.28
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

ITEM CODE	DI_DR_03
DESCRIPTION	Construction of Sediment Basin and Siphon and Associated Infrastructure (SB01) and the Portion of SUP04 Surrounding the Basin.
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$1,917,887.00
Indicative Provision Trigger	The First Subdivision within catchment C or D, which ever comes First.
Strategic Justification	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$1,917,887.00
Demand Units	69.230
Levy Amount	$27,703.12
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_DR_04
DESCRIPTION	Construction of the Sediment Basin, Waterway and Associated Infrastructure (SB02) and the Portion of SUP02 Surrounding the drainage basin.
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$1,111,593.00
Indicative Provision Trigger	The First Subdivision within catchment A, F or B, whichever comes First.
Strategic Justification	Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$1,111,593.00
Demand Units	69.230
Levy Amount	$16,056.52
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

ITEM CODE	DI_DR_05
DESCRIPTION	Construction of a Sediment Pond and Retarding Basin and Associated Infrastructure (SBRB01).
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$819,288.00
Indicative Provision Trigger	The First Subdivision/Development within Catchment G.
Strategic Justification	Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$819,288.00
Demand Units	69.230
Levy Amount	$11,834.29
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_DR_06
DESCRIPTION	Construction of a Sediment Pond and Retarding Basin and Associated Infrastructure (SBRB02).
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$786,010.00
Indicative Provision Trigger	The First Subdivision/Development within Catchment H.
Strategic Justification	Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$786,010.00
Demand Units	69.230
Levy Amount	$11,353.60
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

ITEM CODE	DI_DR_07
DESCRIPTION	Construction of a Sediment Pond and Retarding Basin and Associated Infrastructure (SBRB03).
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$822,037.00
Indicative Provision Trigger	The First Subdivision/Development within Catchment J.
Strategic Justification	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$822,037.00
Demand Units	69.230
Levy Amount	$11,874.00
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_DR_08
DESCRIPTION	Construction of Waterway in between the Rail Corridor and Drews Road (WW01), including the cConstruction of SUP8.
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$1,371,007.00
Indicative Provision Trigger	The First Subdivision within Catchment C or D, whichever comes First.
Strategic Justification	Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$1,371,007.00
Demand Units	69.230
Levy Amount	$19,803.65
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

ITEM CODE	DI_DR_09
DESCRIPTION	Construction of Waterway Abutting the Smith Street Greenway, including Bi Pass Drain (WW_02).
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$1,703,520.00
Indicative Provision Trigger	The First Subdivision within Catchment C or D, whichever comes First.
Strategic Justification	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$1,703,520.00
Demand Units	69.230
Levy Amount	$24,606.67
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_DR_10
DESCRIPTION	Construction of Waterway in between Barwon Heads Road and Tannery Road (WW04).
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$2,339,726.00
Indicative Provision Trigger	Upon 50% of the Marshall Catchment Developing.
Strategic Justification	Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022 and updated within Expert Witness Statement, Stephen Watters 2024.
External Apportionment	29.25%
Project Cost to MCA	$1,655,356.15
Demand Units	69.230
Levy Amount	$23,910.97
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI) and DI_DR_10 - Culvert Upgrade Costing, City of Greater Geelong 2025.

ITEM CODE	DI_DR_11
DESCRIPTION	Construction of the Waterway in between Tannery Road and The Barwon River (WW05).
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$3,960,181.00
Indicative Provision Trigger	Upon 50% of the Marshall Catchment Developing.
Strategic Justification	Drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022 and updated within Expert Witness Statement, Stephen Watters 2024.
External Apportionment	29.25%
Project Cost to MCA	$2,801,828.06
Demand Units	69.230
Levy Amount	$40,471.30
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI) and Marshall Precinct Structure Plan Panel Report 2025.

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_DR_12
DESCRIPTION	Construction of a Retarding Basin and Associated Infrastructure (WLRB03), including Shared Paths SUP_06 (portion) and SUP07.
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$6,353,502.00
Indicative Provision Trigger	First Subdivision within Catchment D or to the Satisfaction of the Responsible Authority.
Strategic Justification	Drainage Infrastructure as Required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$6,353,502.00
Demand Units	69.230
Levy Amount	$91,773.83
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

ITEM CODE	DI_DR_12A
DESCRIPTION	Construction of the Piped Drainage main in between WLRB03 and SB01.
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$2,694,527.00
Indicative Provision Trigger	First Subdivision within Catchment D or to the Satisfaction of the Responsible Authority.
Strategic Justification	Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$2,694,527.00
Demand Units	69.230
Levy Amount	$38,921.38
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_DR_13
DESCRIPTION	Construction of a Wetland and Sediment basin (SBWL01), including the Construction of a Portion of SUP02 (3m).
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$2,071,401.00
Indicative Provision Trigger	The First Subdivision within Catchment E.
Strategic Justification	Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$2,071,401.00
Demand Units	69.230
Levy Amount	$29,920.57
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

ITEM CODE	DI_DR_14
DESCRIPTION	Construction of the Waterway Outfall within the Sparrowvale Wetlands (WW06).
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$2,341,345.00
Indicative Provision Trigger	The First Subdivision within Catchment K or to the Satisfaction of the Responsible Authority.
Strategic Justification	Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022 and updated within Supplementary SWMS Memo, Spiire 2025.
External Apportionment	85%
Project Cost to MCA	$351,201.75
Demand Units	69.230
Levy Amount	$5,072.97
Costing Source	Supplementary SWMS Memo, Spiire 2025.

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_IT_01
DESCRIPTION	Construction Associated with the Drews Road/Horseshoe Road and Reserve Road 4 way Signalised Intersection.
Infrastructure Type	Development
Infrastructure Category	Transport
Project Cost	$5,707,181.00
Indicative Provision Trigger	The First Subdivision requiring the Intersections Delivery in accordance with the Ratio Transport Impact Assessment, 2023).
Strategic Justification	Intersection Identified in Transport and Engineering Planning as required for Appropriate Traffic Management as Identified within the Marshall Transport Infrastructure Assessment 2019 (Cardno) and Updated within Marshall Transport Impact Assessment 2023 (Ratio).
External Apportionment	70%
Project Cost to MCA	$1,712,154.30
Demand Units	69.230
Levy Amount	$24,731.39
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

ITEM CODE	DI_IT_02
DESCRIPTION	Construction Associated with the East-West Connector/Barwon Heads Road/NEIP 4 way Signalised Intersection.
Infrastructure Type	Development
Infrastructure Category	Transport
Project Cost	$10,712,728.00
Indicative Provision Trigger	The First Subdivision requiring the Intersections Delivery in Accordance with the Ratio Transport Impact Assessment, 2023).
Strategic Justification	Intersection Identified in Transport and Engineering Planning as required for Appropriate Traffic Management as Identified within the Marshall Transport Infrastructure Assessment 2019 (Cardno), Updated within Marshall Transport Impact Assessment 2023 (Ratio) and Intersection Analysis of Marshall DCP Item DI_IT_02, Stantec 2025.
External Apportionment	50%
Project Cost to MCA	$5,356,364.00
Demand Units	69.230
Levy Amount	$77,370.56
Costing Source	Intersection Analysis of Marshall DCP Item DI_IT_02, Stantec 2025.

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_OS_01
DESCRIPTION	Linear Openspace - Smith Street Greenway.
Infrastructure Type	Development
Infrastructure Category	Openspace
Project Cost	$377,149.00
Indicative Provision Trigger	The Subdivision and Development which requires the Upgrades to WW02.
Strategic Justification	Greenways Identified in The Precinct Structure Plan to provide linkages between Open Space, Community Facilities, Residential And Commercial Areas and Protection of Native Vegetation.
External Apportionment	0%
Project Cost to MCA	$377,149.00
Demand Units	66.612
Levy Amount	$5,661.88
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

ITEM CODE	**DI_OS_02**
DESCRIPTION	Linear Openspace - Drews Road Greenway.
Infrastructure Type	Development
Infrastructure Category	Openspace
Project Cost	$833,733.00
Indicative Provision Trigger	The subdivision and development which triggers the ultimate realignment of Drews Road.
Strategic Justification	Greenways Identified in The Precinct Structure Plan to provide linkages between Open Space, Community Facilities, Residential and Commercial Areas And Protection of Native Vegetation.
External Apportionment	0%
Project Cost to MCA	$833,733.00
Demand Units	66.612
Levy Amount	$12,516.26
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_OS_03
DESCRIPTION	Local Park - Northern Park Adjacent to Conservation - Landscaping Embellishment and Playground Equipment and a section of SUP4.
Infrastructure Type	Development
Infrastructure Category	Openspace
Project Cost	$2,266,609.00
Indicative Provision Trigger	The Subdivision and or Development on the Parcel in which contains the Local Park.
Strategic Justification	Local Park Openspace Embellishments required to serve the Marshall Residential Catchment as Identified within the Marshall PSP.
External Apportionment	0%
Project Cost to MCA	$2,266,609.00
Demand Units	66.612
Levy Amount	$34,027.04
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

ITEM CODE	DI_OS_04
DESCRIPTION	Local Park - Southern Park Separated by Conservation - Landscaping embellishment and Playground Equipment.
Infrastructure Type	Development
Infrastructure Category	Openspace
Project Cost	$1,529,895.00
Indicative Provision Trigger	The Subdivision and or Development on the Parcel in which contains the Local Park.
Strategic Justification	Local Park Openspace Embellishments required to serve the Marshall Residential Catchment as Identified within the Marshall PSP.
External Apportionment	0%
Project Cost to MCA	$1,529,895.00
Demand Units	66.612
Levy Amount	$22,967.26
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_OS_05
DESCRIPTION	Local Park - Station Precinct Park - Landscaping Embellishment and Playground Equipment.
Infrastructure Type	Development
Infrastructure Category	Openspace
Project Cost	$1,983,265.00
Indicative Provision Trigger	The Subdivision and or Development on the Parcel in which contains the Local Park.
Strategic Justification	Local Park Openspace Embellishments required to serve the Marshall Residential Catchment as Identified within the Marshall PSP.
External Apportionment	0%
Project Cost to MCA	$1,983,265.00
Demand Units	66.612
Levy Amount	$29,773.39
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

ITEM CODE	DI_OS_06
DESCRIPTION	Local Park - East West Connector - Landscaping Embellishment, Playground Equipment and a section of SUP5.
Infrastructure Type	Development
Infrastructure Category	Openspace
Project Cost	$1,321,145.00
Indicative Provision Trigger	The Subdivision and or Development on the Parcel in which contains the Local Park.
Strategic Justification	Local Park Openspace Embellishments required to serve the Marshall Precinct Residential Catchment as Identified within the Marshall PSP.
External Apportionment	0%
Project Cost to MCA	$1,321,145.00
Demand Units	66.612
Levy Amount	$19,833.44
Costing Source	Spiire QS Package, 2023 (Indexed from June 2023 to March 2025 based on PPI).

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_OS_07
DESCRIPTION	Local Park - Tannery Road - Landscaping Embellishment and Playground Equipment.
Infrastructure Type	Development
Infrastructure Category	Openspace
Project Cost	$1,150,000.00
Indicative Provision Trigger	The Subdivision and or Development on the Parcel in which contains the Local Park.
Strategic Justification	Local Park Openspace Embellishments required to Serve The Marshall Precinct Residential Catchment as Identified within The Marshall PSP.
External Apportionment	0%
Project Cost to MCA	$1,150,000.00
Demand Units	66.612
Levy Amount	$17,264.16
Costing Source	Openspace Costings - DI_OS_7, City of Greater Geelong 2024.

ITEM CODE	DI_LA_01
DESCRIPTION	Land required (1.190ha) for the Construction of WLRB02 - property 30 (0.208ha) and property 33 (0.982ha)
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$2,473,000.00
Indicative Provision Trigger	The First Subdivision/Development within South East Catchment K.
Strategic Justification	Land required for drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$2,473,000.00
Demand Units	69.230
Levy Amount	$35,721.51
Costing Source	CBRE Land Valuation Report, June 2025

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_LA_02
DESCRIPTION	Land required (1.879 ha) for the construction of WW03 - property 11 (0.823 ha), property 20 (0.373 ha), property 21 (0.479 ha), property 22 (0.204 ha)
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$3,886,273.00
Indicative Provision Trigger	The First Subdivision within Catchment A, B, C, D, E and F, whichever comes First.
Strategic Justification	Land required for Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$3,886,273.00
Demand Units	69.230
Levy Amount	$56,135.68
Costing Source	CBRE Land Valuation Report, June 2025

ITEM CODE	DI_LA_03
DESCRIPTION	Land required (0.370 ha) for the construction of SB02 - property 20 (0.370 ha)
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$856,528.00
Indicative Provision Trigger	The First Subdivision within Catchment A, F or B, whichever comes First.
Strategic Justification	Land required for Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$856,528.00
Demand Units	69.230
Levy Amount	$12,372.21
Costing Source	CBRE Land Valuation Report, June 2025

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_LA_04
DESCRIPTION	Land required (1.170 ha) for the construction of SBWL01 - property 21 (0.634 ha), property 22 (0.536 ha)
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$2,396,046.00
Indicative Provision Trigger	The First Subdivision within Catchment E.
Strategic Justification	Land required for Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$2,396,046.00
Demand Units	69.230
Levy Amount	$34,609.94
Costing Source	CBRE Land Valuation Report, June 2025

ITEM CODE	DI_LA_05
DESCRIPTION	Land required (0.501 ha) for the construction of SB01 - property 11 (0.026 ha), property 13 (0.475 ha)
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$998,153.00
Indicative Provision Trigger	The First Subdivision within catchment C or D, which ever comes First.
Strategic Justification	Land required for Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$998,153.00
Demand Units	69.230
Levy Amount	$14,417.93
Costing Source	CBRE Land Valuation Report, June 2025

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_LA_06
DESCRIPTION	Land required (0.253 ha) for the construction of SBRB01 - property 35 (0.253)
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$297,000.00
Indicative Provision Trigger	The First Subdivision/Development within Catchment G.
Strategic Justification	Land required for Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$297,000.00
Demand Units	69.230
Levy Amount	$4,290.05
Costing Source	CBRE Land Valuation Report, June 2025

ITEM CODE	DI_LA_07
DESCRIPTION	Land required (0.231 ha) for the construction of SBRB02 -property 40 (0.096 ha), property 41 (0.135ha)
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$437,000.00
Indicative Provision Trigger	The First Subdivision/Development within Catchment H.
Strategic Justification	Land required for Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$437,000.00
Demand Units	69.230
Levy Amount	$6,312.29
Costing Source	CBRE Land Valuation Report, June 2025

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_LA_08
DESCRIPTION	Land required (0.184 ha) for the construction of SBRB03 - property 42 (0.184 ha)
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$387,000.00
Indicative Provision Trigger	The First Subdivision/Development within Catchment J.
Strategic Justification	Land required for Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$387,000.00
Demand Units	69.230
Levy Amount	$5,590.06
Costing Source	CBRE Land Valuation Report, June 2025

ITEM CODE	DI_LA_09
DESCRIPTION	Land required (0.258 ha) for the construction of WW01 - property 3 (0.090 ha), property 4a (0.116 ha), property 4b (0.052 ha)
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$721,286.00
Indicative Provision Trigger	The First Subdivision within Catchment C or D, whichever comes first.
Strategic Justification	Land required for Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$721,286.00
Demand Units	69.230
Levy Amount	$10,418.69
Costing Source	CBRE Land Valuation Report, June 2025

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_LA_10
DESCRIPTION	Land required (1.477 ha) for the construction of WW04 - Property 43 (0.289 ha), 401-419 Barwon Heads Road, Charlemont (0.502 ha), 30 Tannery Road, Charlemont (0.595 Ha), 46 Tannery Road, Charlemont (0.091 Ha)
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$1,571,000.00
Indicative Provision Trigger	Upon 50% of the Marshall Catchment Developing
Strategic Justification	Land required for Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	29.25%
Project Cost to MCA	$1,111,482.50
Demand Units	69.230
Levy Amount	$16,054.93
Costing Source	CBRE Land Valuation Report, June 2025

ITEM CODE	DI_LA_11
DESCRIPTION	Land required (3.253 ha) for the construction of WW05 - 31-39 Tannery Road, Charlemont (0.392 ha), 41-49 Tannery Road, Charlemont (1.472 Ha), 81-89 Tannery Road, Charlemont (1.389 Ha)
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$763,000.00
Indicative Provision Trigger	Upon 50% of the Marshall Catchment Developing.
Strategic Justification	Land required for drainage infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	29.25%
Project Cost to MCA	$539,822.50
Demand Units	69.230
Levy Amount	$7,797.52
Costing Source	CBRE Land Valuation Report, June 2025

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	**DI_LA_12**
DESCRIPTION	Land required (2.931 ha) for the construction of WLRB03 - property 44 (2.054ha), property 45 (.877 ha)
Infrastructure Type	Development
Infrastructure Category	Drainage
Project Cost	$7,777,654.00
Indicative Provision Trigger	First Subdivision within Catchment D or to the Satisfaction of the Responsible Authority.
Strategic Justification	Land required for Drainage Infrastructure as required by the Spiire Stormwater Management Strategy 2022.
External Apportionment	0%
Project Cost to MCA	$7,777,654.00
Demand Units	69.230
Levy Amount	$112,345.14
Costing Source	CBRE Land Valuation Report, June 2025

ITEM CODE	DI_LA_13
DESCRIPTION	Land required (0.203 ha) for the construction of DI_IT_01 and the Bellarine Link Intersection - Property 45 (0.014 ha), Property 6 (0.078 ha), Property 14 (0.111 ha)
Infrastructure Type	Development
Infrastructure Category	Transport
Project Cost	$454,193.00
Indicative Provision Trigger	The First Subdivision requiring the Intersections Delivery in Accordance with the Ratio Transport Impact Assessment, 2023).
Strategic Justification	Land required for Intersections as Identified in the Marshall Transport Infrastructure Assessment 2019 (Cardno) and updated within Marshall Transport Impact Assessment 2023 (Ratio).
External Apportionment	0%
Project Cost to MCA	$454,193.00
Demand Units	69.230
Levy Amount	$6,560.64
Costing Source	CBRE Land Valuation Report, June 2025

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_LA_14
DESCRIPTION	Land required (0.674 ha) for the construction of DI_IT_02 - property 23 (0.112ha), property 25 (0.167 ha), property 26 (0.395 ha)
Infrastructure Type	Development
Infrastructure Category	Transport
Project Cost	$1,680,254.00
Indicative Provision Trigger	The First Subdivision requiring the Intersections Delivery in Accordance with the Ratio Transport Impact Assessment, 2023).
Strategic Justification	Land required for Intersections as Identified in the Marshall Transport Infrastructure Assessment 2019 (Cardno) and updated within Marshall Transport Impact Assessment 2023 (Ratio).
External Apportionment	0%
Project Cost to MCA	$1,680,254.00
Demand Units	69.230
Levy Amount	$24,270.61
Costing Source	CBRE Land Valuation Report, June 2025

ITEM CODE	DI_LA_15
DESCRIPTION	Land required (1.333 ha) for the Reserve Road and E/W Connector Road Roundabout - property 4a (0.079 ha), property 5 (0.275 ha) property 6 (0.863 ha), property 12 (0.007 ha), property 14 (0.109 ha)
Infrastructure Type	Development
Infrastructure Category	Transport
Project Cost	$2,805,715.00
Indicative Provision Trigger	The First Subdivision Requiring the Associated Road Section to be Delivery in Accordance with the Ratio Transport Impact Assessment, 2023).
Strategic Justification	Land required to Facilitate the Delivery of the Road Network within the Marshall Precinct as Identified in the Marshall Transport Infrastructure Assessment 2019 (Cardno) and updated within Marshall Transport Impact Assessment 2023 (Ratio).
External Apportionment	0%
Project Cost to MCA	$2,805,715.00
Demand Units	69.230
Levy Amount	$40,527.44
Costing Source	CBRE Land Valuation Report, June 2025

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_LA_16
DESCRIPTION	Land required (1.562 ha) for the East/West Connector Road - property 14 (0.130 ha), property 15 (0.266 ha), property 16 (0.607 ha), property 24 (0.004ha), property 26 (0.014 ha), property 27 (0.347 ha), property 29 (0.194 ha)
Infrastructure Type	Development
Infrastructure Category	Transport
Project Cost	$3,643,682.00
Indicative Provision Trigger	The first subdivision requiring the associated road section to be delivery in accordance with the Ratio Transport Impact Assessment, 2023).
Strategic Justification	Land required to facilitate the delivery of the road network within the Marshall Precinct as identified in the Marshall Transport Infrastructure Assessment 2019 (Cardno) and updated within Marshall Transport Impact Assessment 2023 (Ratio).
External Apportionment	0%
Project Cost to MCA	$3,643,682.00
Demand Units	69.230
Levy Amount	$52,631.55
Costing Source	CBRE Land Valuation Report, June 2025

ITEM CODE	DI_LA_17
DESCRIPTION	Land required (0.839 ha) for the Drews Road Widening/Realignment - property 1 (0.110ha), property 2 (0.361ha), property 6 (0.005 ha), property 14 (0.009 ha), property 4a (0.248 ha), Property 4b (0.106 ha)
Infrastructure Type	Development
Infrastructure Category	Transport
Project Cost	$2,449,216.00
Indicative Provision Trigger	The first subdivision requiring the associated road section to be delivery in accordance with the Ratio Transport Impact Assessment, 2023).
Strategic Justification	Land required to facilitate the delivery of the road network within the Marshall Precinct as identified in the Marshall Transport Infrastructure Assessment 2019 (Cardno) and updated within Marshall Transport Impact Assessment 2023 (Ratio).
External Apportionment	0%
Project Cost to MCA	$2,449,216.00
Demand Units	69.230
Levy Amount	$35,377.96
Costing Source	CBRE Land Valuation Report, June 2025

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	DI_PL_01
DESCRIPTION	Planning Costs associated with the Preparation of the Marshall PSP and DCP.
Infrastructure Type	Development
Infrastructure Category	Planning Costs
Project Cost	$978,109.00
Indicative Provision Trigger	Complete.
Strategic Justification	Item required for Comprehensive Planning for the Precinct.
External Apportionment	0%
Project Cost to MCA	$978,109.00
Demand Units	69.230
Levy Amount	$14,128.40
Costing Source	Planning Costings Sheet, 2023.

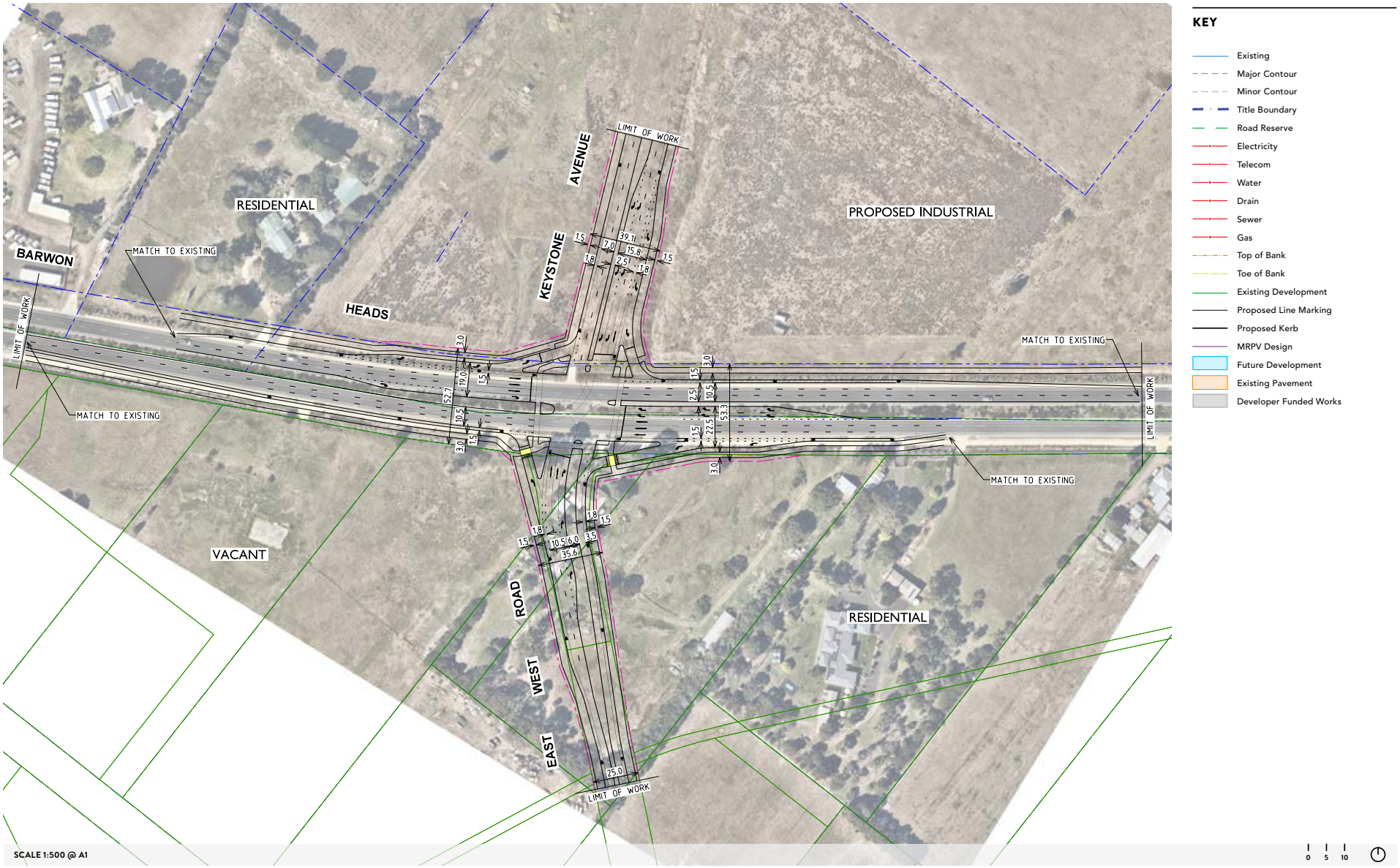
ITEM CODE	CI_OS_01
DESCRIPTION	Regional Active Open Space (northern) - Community Pavilion.
Infrastructure Type	Community
Infrastructure Category	Community Facilities
Project Cost	$3,956,160.00
Indicative Provision Trigger	Please refer to HSB DCP DI_ OS_01 Provision Trigger.
Strategic Justification	Horseshoe Bend PSP Regional Openspace infrastructure in which services the Marshall Precinct.
External Apportionment	80.00%
Project Cost to MCA	$791,232.00
Demand Units	1,661
Levy Amount	$476.36
Costing Source	Prowse Quantity Surveyors 1 Sept 2014 (Indexed from June 2012 to March 2025 based on PPI).

7.4 APPENDIX B – PROJECT SHEETS

ITEM CODE	**CI_CF_01**
DESCRIPTION	Library - Construction (contribution) - Contribution to the Construction of the Regional Library in the Armstrong Creek Town Centre.
Infrastructure Type	Community
Infrastructure Category	Community Facilities
Project Cost	$23,360,598.00
Indicative Provision Trigger	Complete.
Strategic Justification	Contribution to Community Facilities required to serve the New Resident Population in line with the Armstrong Creek Integrated Infrastructure Delivery Plan 2009, the K2 Planning Report 2012, CoGG Social Infrastructure Plan 2020-2023 and Library Infrastructure Development Plan, 2019 (GRLC).
External Apportionment	92.83%
Project Cost to MCA	$1,675,386.58
Demand Units	1,661
Levy Amount	$1,008.66
Costing Source	Zinc Cost Management, June 2023 (Indexed from June 2023 to March 2025 based on PPI).

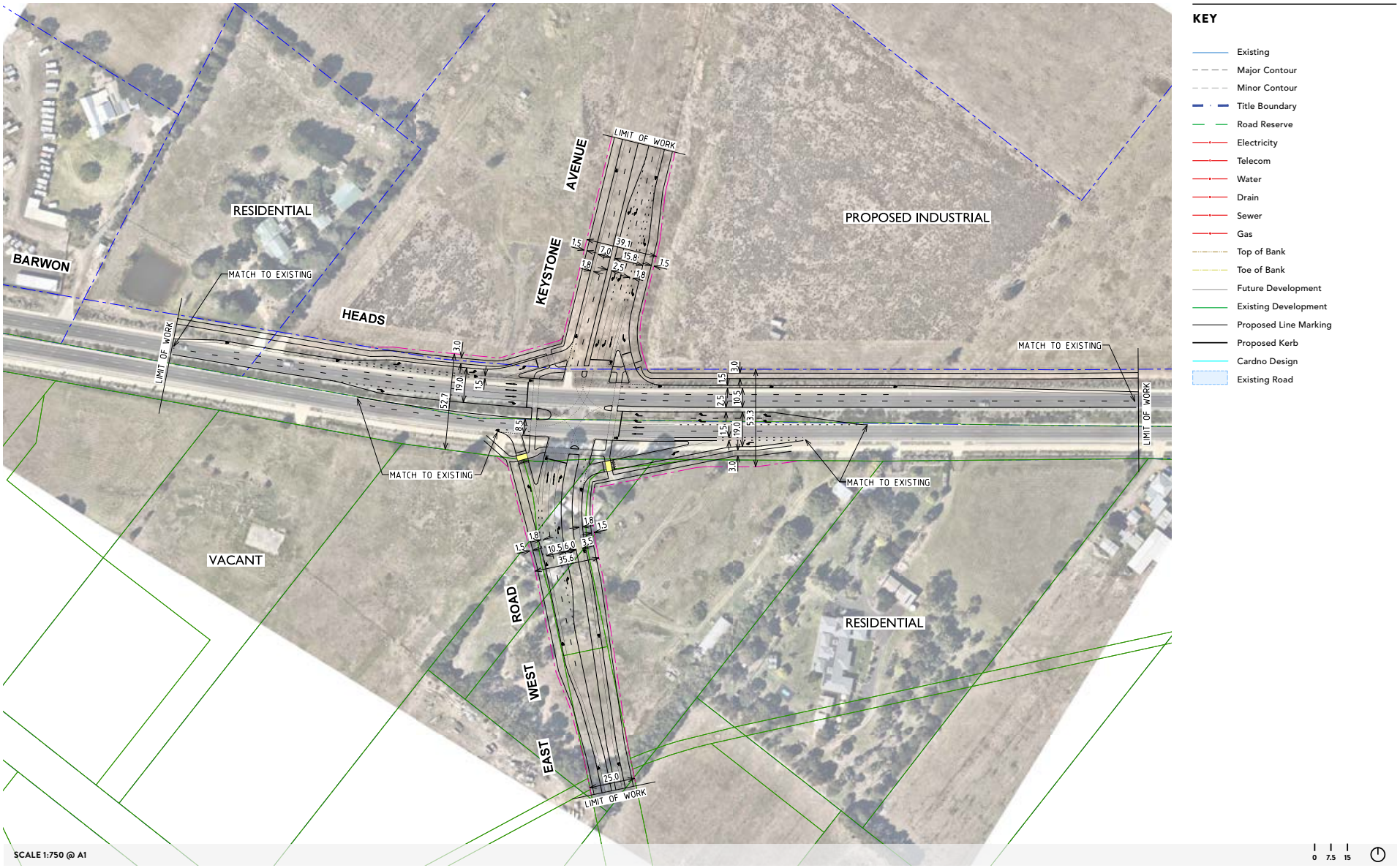
7.3 APPENDIX C – INTERSECTION PLANS

P10. BARWON HEADS RD INTERSECTION PLAN - ULTIMATE



7.3 APPENDIX C – INTERSECTION PLANS

P11. BARWON HEADS RD INTERSECTION PLAN - INTERIM

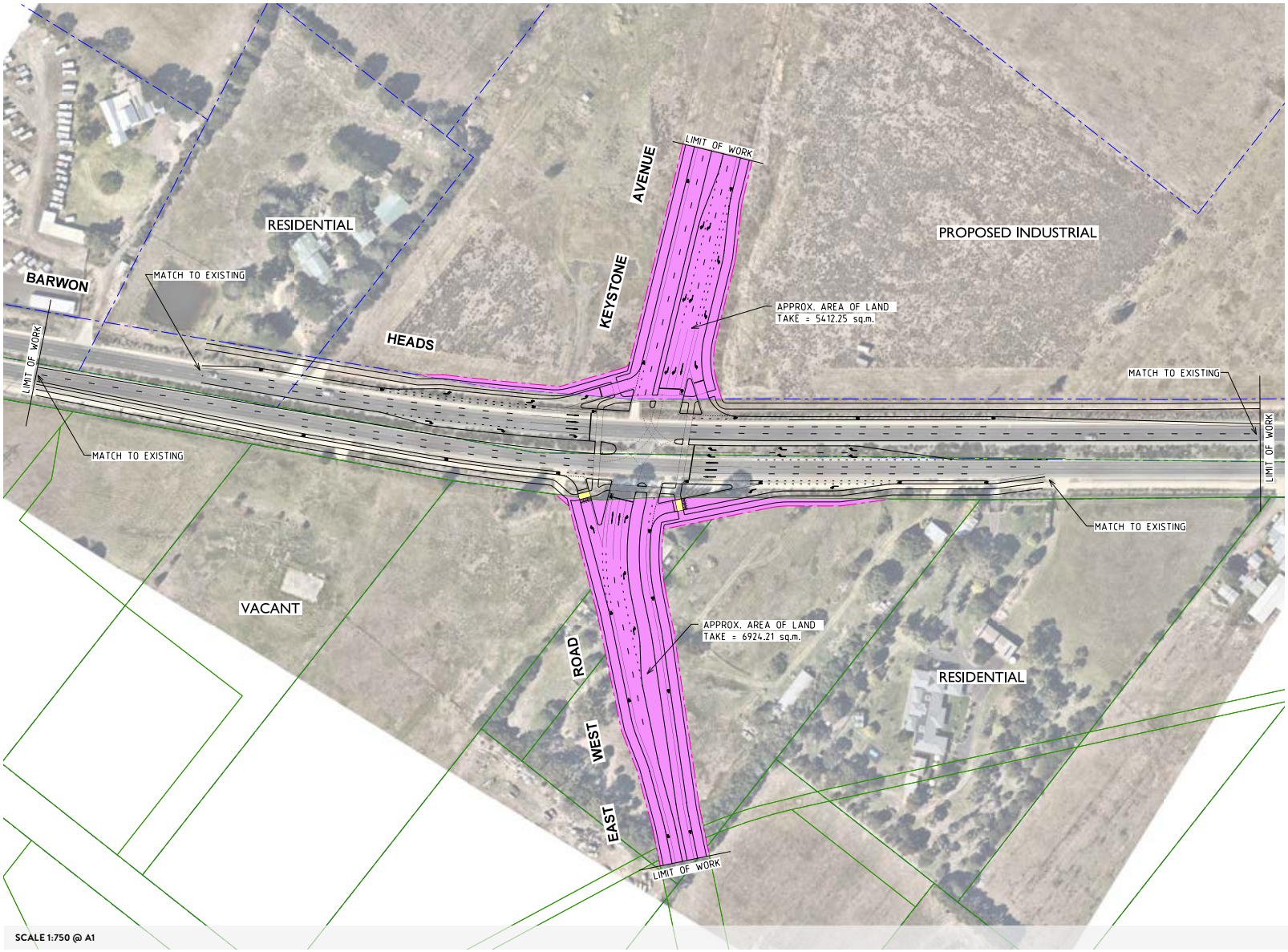


KEY

- Existing
- Major Contour
- Minor Contour
- Title Boundary
- Road Reserve
- Electricity
- Telecom
- Water
- Drain
- Sewer
- Gas
- Top of Bank
- Toe of Bank
- Future Development
- Existing Development
- Proposed Line Marking
- Proposed Kerb
- Cardno Design
- Existing Road

7.3 APPENDIX C – INTERSECTION PLANS

P12. BARWON HEADS RD INTERSECTION PLAN - LAND TAKE PLAN



KEY

- Existing
- Major Contour
- Minor Contour
- Title Boundary
- Road Reserve
- Electricity
- Telecom
- Water
- Drain
- Sewer
- Gas
- Top of Bank
- Toe of Bank
- Future Development
- Existing Development
- Proposed Line Marking
- Proposed Kerb
- Cardno Design
- Existing Road

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Final Report

Marshall Native Vegetation Precinct Plan

Prepared for

City of Greater Geelong

May 2025



Ecology and Heritage Partners Pty Ltd

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DOCUMENT CONTROL

Assessment	Native Vegetation Precinct Plan
Address	Marshall Precinct
Project number	15336 (previously 11395)
Project manager	Anneke Martin (Senior Botanist / Team Leader – Geelong)
Report reviewer	Shannon LeBel (Senior Associate Ecologist)
Other EHP staff	Elyse Harrison (Technical Officer – Botany); Claire Ranyard (Senior Consultant – Botany); Anneke Martin (Consultant Botanist).
Mapping	Petra Sorensen (GIS Analyst); Dr Monique Elsley (GIS Coordinator)
File name	15336_EHP_Marshall_NVPP_Finalv4_28052025
Client	City of Greater Geelong
Bioregion	Otway Plain
CMA	Corangamite
Council	City of Greater Geelong

Report versions	Comments	Comments updated by	Report reviewer	Date submitted
Draft	-	-	SLB	29/03/2019
Final	Updates to Tables 1-7, Sections 3.2, 5.2.1 and 6, and other minor text updates. Updated references and NVR report.	AM	SLB	15/09/2022
Final v2	Minor text updates (Section 5.1; Section 6)	SLB	-	19/10/2022
Final v3	Amendment of NVPP boundary at properties 42 and 43. Removal of vegetation lawfully removed as part of the Barwon Heads Road upgrade, and associated updates to figures and tables.	AM	SLB	13/05/2025
Final v4	Amendment of boundary at properties 42, 43, 44 and 45. Minor text and figures updates (Section 2; Table 4; Map 1; Map 2)	AM	-	28/05/2025

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- The Commonwealth Department of Climate Change, Energy, the Environment and Water for access to ecological databases.

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CONTENTS

1 INTRODUCTION 5

1.1 Purpose of the NVPP 6

1.2 Native vegetation protection objectives to be achieved 6

1.3 Strategic biodiversity context 6

2 AREA TO WHICH THE NVPP APPLIES 7

3 NATIVE VEGETATION TO BE REMOVED 10

3.1 Assessment Pathway 10

3.2 Description of native vegetation to be removed 10

4 NATIVE VEGETATION OFFSETS 15

4.1 Offset requirements for native vegetation to be removed 15

4.2 Offset Statement 15

4.2.1 Offset Statement 15

4.2.2 Collection of payments 15

5 NATIVE VEGETATION TO BE RETAINED 19

5.1 Description of native vegetation to be retained 19

5.2 Management responsibilities and actions 27

5.2.1 Native vegetation to be retained 27

6 CONDITIONS FOR THE REMOVAL OF NATIVE VEGETATION 28

6.1 Other statutory considerations and approvals 30

7 MONITORING, REPORTING AND REVIEW 31

7.1 Monitoring and reporting 31

7.2 NVPP Review 31

REFERENCE DOCUMENTS 32

MAPS 33

Map 1: Area to which the NVPP applies 34

Map 2: Native Vegetation to be Retained and Removed 36

APPENDIX 1 NATIVE VEGETATION REMOVAL (NVR) REPORT 52

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1 INTRODUCTION

This is the Marshall Native Vegetation Precinct Plan (NVPP) listed under the Schedule to Clause 52.16 of the City of Greater Geelong 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 [DELWP] 2017a) (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 (DELWP 2017a) 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 Native Vegetation Precinct Plan 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 City of 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) (DELWP 2017b). For the purpose of this document, the term 'remove native vegetation' includes to destroy and to lop native vegetation.

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1.1 Purpose of the NVPP

The purpose of the Marshall NVPP is to:

- Apply a holistic, landscape wide approach to retention and removal of native vegetation within the Marshall Precinct Structure Plan (PSP) area;
- Specify the native vegetation to be retained and the native vegetation that can be removed, destroyed or lopped without a planning permit;
- Ensure that any removal, destruction or lopping of native vegetation identified in this plan meets the no net loss objective as set out in the Guidelines for the removal, destruction or lopping of native vegetation (DELWP 2017a);
- Streamline the planning approvals process through a landscape approach to native vegetation protection and management;
- Describe the offset requirements for any permitted removal, destruction or lopping of native vegetation as identified in this plan.

1.2 Native vegetation protection objectives to be achieved

The objectives of the Marshall NVPP are:

- 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 (DELWP 2017a);
- Apply a landscape approach to the management of native vegetation within the NVPP area, in accordance with Clause 12.01-1 *Protection of biodiversity* and the Guidelines;
- Manage native vegetation to be retained in accordance with obligations under the *Catchment and Land Protection Act 1994*; and,
- Ensure that areas set aside to protect native vegetation are managed to conserve biodiversity and other values in accordance with the Marshall Precinct Structure Plan.

1.3 Strategic biodiversity context

The biodiversity significance of the Marshall PSP area has been assessed in the following documents, which identify the key biodiversity assets and include mapping and modelling information:

- Ecology and Heritage Partners 2017. Review of native vegetation mapping within the Marshall Precinct, Armstrong Creek Growth Area.
- Ecology and Heritage Partners 2014. Flora and Fauna Survey and Biodiversity Assessment, Marshall Precinct: Armstrong Creek Urban Growth Area.
- Ecology Partners 2011. Flora and Fauna Survey, and Net Gain Assessment. Marshall Precinct: Armstrong Creek Urban Growth Area.

2 AREA TO WHICH THE NVPP APPLIES

The Marshall NVPP applies to all land shown in Map 1, which covers 123.6 hectares.

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. The area to which the NVPP applies is bound by the riparian zones of the Barwon River to the north, Barwon Heads Road and private property to the east, Reserve Road to the south and the Melbourne – Warrnambool Railway line to the west (Map 1). Along its boundary, the NVPP includes both sides of the road reserve along Barwon Heads Road from the northern boundary of property 34 to the southern boundary of property 43, the western road reserve of Barwon Heads Road from property 43 to Reserve Road, the northern road reserve of Reserve Road (along the precinct boundary), and the east side of the Melbourne – Warrnambool Railway line.

Current land use includes agriculture (cropping and grazing) within the undeveloped areas, low density residential use in the existing Marshall Township and hobby farms in the area south towards Reserve Road.

Native vegetation within the road reserve within sections of Woolscour Lane and Horseshoe Bend Road are subject to a Vegetation Protection Overlay 1 (VPO1). Areas of land surrounding Drews Road and Smith Street are subject to Environmental Significance Overlay – Schedule 1 (ESO1). The Barwon River is subject to Environmental Significance Overlay – Schedule 2 (ESO2).

The area south of Reserve Road and the rail reserve are identified as areas not assessed as part of this NVPP (Map 2). For the area south of Reserve Road, refer to the Horseshoe Bend NVPP (Ecology and Heritage Partners 2014). The rail reserve areas require further site assessments to determine their planning permit and offset requirements under the Guidelines (DELWP 2017a).

According to the Victorian Department of Energy, Environment and Climate Action (DEECA) NatureKit Map (DEECA 2025), the Marshall PSP occurs within the Otway Plain Bioregion and is located within the jurisdiction of the Corangamite Catchment Management Authority (CMA) and the City of Greater Geelong municipality.

Table 1. Land included within the area to which this NVPP applies

PSP Property ID	Property Address	Property SPI no.
1	40-60 Drews Road Marshall 3216	2\PS631720
2	62-84 Drews Road Marshall 3216	3\PS631720
3	86-104 Drews Road Marshall 3216	1\TP918723
4	86-104 Drews Road Marshall 3216	1\TP918723 / 1\TP612909
5	91-109 Reserve Road Marshall 3216	1\TP84691
6	115 Reserve Road Marshall 3216	CP169831
7	35 Drews Road Marshall 3216	A\PS528440
8A	16 - 20 Horseshoe Bend Road Marshall 3216	2\PS833028
8B	12-14 Horseshoe Bend Road Marshall 3216	1\PS833028
9	22-30 Horseshoe Bend Road Marshall 3216	2\LP86080

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PSP Property ID	Property Address	Property SPI no.
10	67-87 Drews Road Marshall 3216	11~2\PP2421
11	32-60 Horseshoe Bend Road Marshall 3216	12~2\PP2421
12	89-109 Drews Road Marshall 3216	14~2\PP2421
13	62-80 Horseshoe Bend Road Marshall 3216	13~2\PP2421
14	135-153 Reserve Road Marshall 3216	1\TP618413
15	155 Reserve Road Marshall 3216	1\TP539750
16	82-90 Horseshoe Bend Road Marshall 3216	1\TP6652
17	92-108 Horseshoe Bend Road Marshall 3216	1\TP841695
18	157-159 Reserve Road Marshall 3216	1\TP959113
19	161-167 Reserve Road Marshall 3216	1\TP947680
20	25 Horseshoe Bend Road Marshall 3216	1\TP958846
21	27-39 Horseshoe Bend Road Marshall 3216	2\TP958846
22	422-430 Barwon Heads Road Marshall 3216	1\TP943622
23	432-442 Barwon Heads Road Marshall 3216	2\TP943622
24	61-69 Horseshoe Bend Road Marshall 3216	3\TP943622
25	444 Barwon Heads Road Marshall 3216	4\TP943622
26	450-454 Barwon Heads Road Marshall 3216	5\TP943622
27	71-79 Horseshoe Bend Road Marshall 3216	1\TP19665
28	456-468 Barwon Heads Road Marshall 3216	1\TP944760
29	81-89 Horseshoe Bend Road Marshall 3216	1\TP945957
30	470-480 Barwon Heads Road Marshall 3216	1\TP958864
31	91-99 Horseshoe Bend Road Marshall 3216	1\TP958866
32	181-203 Reserve Road Marshall 3216	1\TP958865
33	205-243 Reserve Road Marshall 3216	1\TP23988
34	321-329 Barwon Heads Road Charlemont 3217	1\TP9653
35	331-343 Barwon Heads Road Charlemont 3217	1\TP958802
36	345-365 Barwon Heads Road Charlemont 3217	1\TP874359
37	Allotment. 2018 Parish of Connewarre	2018\PP2421
38	1-5 Tannery Road Charlemont 3217	1\TP15565
39	7-9 Tannery Road Charlemont 3217	1\TP8333
40	11-19 Tannery Road Charlemont 3217	1\TP958789
41	21-29 Tannery Road Charlemont 3217	2\TP958789
42	8 Tannery Road Charlemont 3217 (part)	1\LP44309
43	391-399 Barwon Heads Road Charlemont 3217 (part)	1\TP139999
R1	Drews Road Marshall	N/A

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PSP Property ID	Property Address	Property SPI no.
R2	Smith Street Marshall	N/A
R3	Horseshoe Bend Road Marshall	N/A
R4	Reserve Road Marshall	N/A
R5	Barwon Heads Road Marshall	N/A
R6	Tannery Road Charlemont	N/A
(Barwon Heads Road)	302-340 Barwon Heads Road Marshall 3216	RES1\PS601744
Railway land	N/A	1\TP137065
Railway land	N/A	1\TP214608
Railway land	N/A	1\TP218506
Railway land	N/A	1\TP563039
Railway land	N/A	1\TP659342
Railway land	N/A	Part of: 1\TP954576, 2\TP954576, 3\TP954576, 4\TP954576
Railway land	N/A	Part of: 1\TP954583
Railway land	N/A	Part of: 1\TP954592
Railway land	199 Barwarre Road Marshall 3216	1\TP954596
Railway land	N/A	Part of: 1\TP954831, 2\TP954831
Railway land	N/A	Part of: 1\TP955324, 2\TP955324, 3\TP955324
Railway land	N/A	16B~2\PP2421
Railway land	N/A	2\TP875120
Railway land	N/A	Part of: 2\TP954576
Railway land	N/A	2031\PP2421
Railway land	N/A	2032\PP2421
Railway land	N/A	2033\PP2421
Railway land	N/A	3\TP600536
Railway land	N/A	3\TP875120
Railway land	N/A	4\TP600536
Railway land	N/A	4\TP875120
Railway land	N/A	5\TP600536

Note: Addresses will change over time as development proceeds. The City of Greater Geelong should be contacted for resolution of doubt.

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3 NATIVE VEGETATION TO BE REMOVED

3.1 Assessment Pathway

The assessment pathway for native vegetation within the NVPP that can be removed (including the reason for the assessment pathway) is described in the Native Vegetation Removal (NVR) Report (Appendix 1). A summary of the native vegetation removal is provided in Table 2 below.

Table 2. Assessment pathway and reason for the assessment pathway

Assessment pathway	Detailed
Location category	2
Total extent (including past and proposed) (ha)	2.082
Includes endangered EVCs (ha)	1.93
Extent of past removal (ha)	0.000
Extent of proposed removal – Patches (ha)	1.891
Extent of proposed removal – Scattered trees (ha)	0.191
Total Large Trees to be removed (no.)	3
Large patch trees to be removed (no.)	0
Large scattered trees to be removed (no.)	3
Small scattered trees to be removed (no.)	1
EVC Conservation Status of vegetation to be removed	Endangered (Grassy Woodland and Plains Sedgy Wetland)

3.2 Description of native vegetation to be removed

The native vegetation that can be removed, destroyed or lopped without a planning permit, subject to the requirements and conditions set out in this NVPP includes:

- Native vegetation described in Table 3 and 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 IDs in Table 3 and Table 4 correspond to habitat zone and tree IDs in Map 2.

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Table 3. Native vegetation that can be removed without a planning permit.

PSP Property ID	Habitat Zone ID / Tree number	Type	BioEVC Code	BioEVC conservation status	Large tree(s)	Condition score	Extent	Extent without overlap	SBV score	General Habitat Score	Offset type	Map number
2	8	ST	OtP_0175	E	1	0.200	0.070	0.045	0.837	0.00825	General	2f
2	9	ST	OtP_0175	E	1	0.200	0.070	0.044	0.840	0.00815	General	2f
2	GW1-a	Patch	OtP_0175	E	0	0.140	0.083	0.083	0.640	0.00955	General	2c
2	GW2-a	Patch	OtP_0175	E	0	0.140	0.069	0.069	0.640	0.00788	General	2c
2	GW3-a	Patch	OtP_0175	E	0	0.110	0.007	0.007	0.810	0.00066	General	2e
2	GW4-a	Patch	OtP_0175	E	0	0.110	0.004	0.004	0.810	0.00041	General	2e
2	PSWe1-a	Patch	OtP_0647	E	0	0.300	0.191	0.191	0.745	0.04993	General	2c
4	PSWe2-a	Patch	OtP_0647	E	0	0.300	0.142	0.142	0.820	0.03864	General	2e
4	PSWe3-a	Patch	OtP_0647	E	0	0.300	0.185	0.185	0.814	0.05036	General	2e
10	GW10-b	Patch	OtP_0175	E	0	0.290	0.002	0.002	0.670	0.00050	General	2d
10	GW11-b	Patch	OtP_0175	E	0	0.110	0.044	0.044	0.664	0.00398	General	2d
10	GW12-b	Patch	OtP_0175	E	0	0.320	0.001	0.001	0.620	0.00020	General	2d
10	GW12-d	Patch	OtP_0175	E	0	0.320	0.009	0.009	0.430	0.00205	General	2d
10	GW13-a	Patch	OtP_0175	E	0	0.110	0.041	0.041	0.826	0.00411	General	2f
10	GW14-a	Patch	OtP_0175	E	0	0.090	0.007	0.007	0.670	0.00049	General	2d
10	GW15-a	Patch	OtP_0175	E	0	0.090	0.004	0.004	0.691	0.00027	General	2d
10	GW16-a	Patch	OtP_0175	E	0	0.090	0.000	0.000	0.840	0.00004	General	2f
10	GW17-a	Patch	OtP_0175	E	0	0.090	0.000	0.000	0.796	0.00003	General	2f
10	GW18-a	Patch	OtP_0175	E	0	0.090	0.001	0.001	0.800	0.00009	General	2f

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PSP Property ID	Habitat Zone ID / Tree number	Type	BioEVC Code	BioEVC conservation status	Large tree(s)	Condition score	Extent	Extent without overlap	SBV score	General Habitat Score	Offset type	Map number
10	GW19-a	Patch	OtP_0175	E	0	0.140	0.076	0.076	0.840	0.00980	General	2f
10	GW19-c	Patch	OtP_0175	E	0	0.140	0.031	0.031	0.451	0.00315	General	2f
11	GW12-e	Patch	OtP_0175	E	0	0.320	0.070	0.070	0.430	0.01601	General	2f
11	GW20-a	Patch	OtP_0175	E	0	0.230	0.270	0.270	0.577	0.04897	General	2g
12	GW21-c	Patch	OtP_0175	E	0	0.330	0.004	0.004	0.840	0.00124	General	2f
12	GW21-d	Patch	OtP_0175	E	0	0.330	0.005	0.005	0.644	0.00132	General	2f
12	GW23-b	Patch	OtP_0175	E	0	0.180	0.029	0.029	0.854	0.00478	General	2f
12	GW23-c	Patch	OtP_0175	E	0	0.180	0.190	0.190	0.910	0.03268	General	2f
12	GW23-e	Patch	OtP_0175	E	0	0.340	0.049	0.049	0.840	0.01545	General	2f
12	GW23-g	Patch	OtP_0175	E	0	0.340	0.001	0.001	0.910	0.00038	General	2f
12	GW23-h	Patch	OtP_0175	E	0	0.180	0.074	0.074	0.840	0.01218	General	2f
12	GW23-j	Patch	OtP_0175	E	0	0.180	0.039	0.039	0.871	0.00651	General	2f
13	GW21-f	Patch	OtP_0175	E	0	0.330	0.003	0.003	0.430	0.00073	General	2f
13	GW21-h	Patch	OtP_0175	E	0	0.330	0.013	0.013	0.430	0.00309	General	2g
13	GW24-a	Patch	OtP_0175	E	0	0.110	0.014	0.014	0.265	0.00097	General	2g
14	GW8-a	Patch	OtP_0175	E	0	0.110	0.012	0.012	0.910	0.00123	General	2f
14	GW9-a	Patch	OtP_0175	E	0	0.110	0.012	0.012	0.910	0.00123	General	2j
15	GW23-n	Patch	OtP_0175	E	0	0.140	0.004	0.004	0.910	0.00056	General	2f
16	58	ST	OtP_0175	E	1	0.200	0.070	0.070	0.460	0.01026	General	2g
16	60	ST	OtP_0175	E	0	0.200	0.031	0.031	0.266	0.00396	General	2l

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PSP Property ID	Habitat Zone ID / Tree number	Type	BioEVC Code	BioEVC conservation status	Large tree(s)	Condition score	Extent	Extent without overlap	SBV score	General Habitat Score	Offset type	Map number
16	GW23-o	Patch	OtP_0175	E	0	0.140	0.001	0.001	0.717	0.00008	General	2f
R1	GW5-a	Patch	OtP_0175	E	0	0.110	0.021	0.021	0.110	0.00126	General	2d
R1	GW6-a	Patch	OtP_0175	E	0	0.110	0.015	0.015	0.670	0.00138	General	2d
R2	GW21-g	Patch	OtP_0175	E	0	0.330	0.020	0.020	0.430	0.00464	General	2g
R2	SISsH1-a	Patch	OtP_0196	R	0	0.240	0.152	0.152	0.790	0.03270	General	2e

Note: The data above is sorted based on the PSP Property ID. GW = Grassy Woodland, PSWe = Plains Sedgy Wetland; SISsH = Seasonally Inundated Sub-saline Herbland; ST = Scattered Tree; BioEVC = Bioregional Ecological Vegetation Class; OtP = Otway Plain bioregion; SBV = Strategic Biodiversity Value.

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Table 4. Information about trees that can be removed without a planning permit.

PSP Property ID / Address	Tree ID	Habitat Zone	Size and Type	Common Name	Species Name	DBH (cm)	Map Number
2 (62-84 Drews Road, Marshall)	8	N/A	LST	Bellarine Yellow-gum	*Eucalyptus leucoxylon* ssp. *bellarinensis*	102	2f
2 (62-84 Drews Road, Marshall)	9	N/A	LST	Bellarine Yellow-gum	*Eucalyptus leucoxylon* ssp. *bellarinensis*	72	2f
16 (82-90 Horseshoe Bend Road, Marshall)	58	N/A	LST	River Red-gum	*Eucalyptus camaldulensis*	76	2g
16 (82-90 Horseshoe Bend Road, Marshall)	60	N/A	SST	River Red-gum	*Eucalyptus camaldulensis*	45	2l

Note: The data above is sorted based on the PSP Property ID. LST = Large scattered tree, SST = Small scattered tree; DBH = Diameter at Breast Height.

4 NATIVE VEGETATION OFFSETS

4.1 Offset requirements for native vegetation to be removed

The total offset requirements for native vegetation that can be removed are described in the Native Vegetation Removal Report (NVRR ID: 327_20250428_YO0) (Appendix 1) and Table 5.

The offset requirements divided amongst multiple properties and/or parties are described in Table 6.

Table 5. Total offset requirements for the NVPP area

General Offsets Required	0.600 General HUs
Large Trees	3
Specific Offsets Required	N/A
Vicinity (catchment / LGA)	Corangamite CMA /City of Greater Geelong
Minimum Strategic Biodiversity Value*	0.5723

***The minimum Strategic Biodiversity Value is 80% of the weighted average score across habitat zones where a General offset is required.

4.2 Offset Statement

4.2.1 Offset Statement

The proponent proposing to remove, destroy or lop the native vegetation identified for removal as part of the NVPP is responsible for ensuring that the required General Habitat Units have been secured, and evidence provided to the City of Greater Geelong prior to the removal of any native vegetation. The provision of offsets must accord with the conditions listed in the NVPP.

The General Habitat Units and Large Tree offsets detailed in Table 6 are available from third-party sites listed on Victoria's Native Vegetation Credit register (NVCR).

Offsets can be purchased from a third party via an offset broker as credits from an existing offset site. If a suitable offset in accordance with the NVPP conditions cannot be identified, an alternative offset may be proposed. Alternative arrangements for offsets are considered for approval on a case-by-case basis by DEECA and must be to the satisfaction of the Secretary to DEECA.

4.2.2 Collection of payments

No payments are necessary or specified.

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Table 6. Offset requirements divided amongst properties/parcels

PSP Property ID	Property Address / Parcel SPI	Type	Habitat Zone ID / Tree ID	Offset Multiplier	General Habitat Units	Vicinity (CMA/LGA region)	Minimum SBV Score	Species Habitat Units	Large tree(s)	Map number
2	62-84 Drews Road Marshall 3216 (3\PS631725)	Scattered Tree	8	1.5	0.001	CCMA/CoGG	0.669	N/A	1	2f
2	62-84 Drews Road Marshall 3216 (3\PS631725)	Scattered Tree	9	1.5	0.000	CCMA/CoGG	0.672	N/A	1	2f
2	62-84 Drews Road Marshall 3216 (3\PS631725)	Patch	GW1-a	1.5	0.002	CCMA/CoGG	0.512	N/A	0	2c
2	62-84 Drews Road Marshall 3216 (3\PS631725)	Patch	GW2-a	1.5	0.001	CCMA/CoGG	0.512	N/A	0	2c
2	62-84 Drews Road Marshall 3216 (3\PS631725)	Patch	GW3-a	1.5	0.005	CCMA/CoGG	0.648	N/A	0	2e
2	62-84 Drews Road Marshall 3216 (3\PS631725)	Patch	GW4-a	1.5	0.007	CCMA/CoGG	0.648	N/A	0	2e
2	62-84 Drews Road Marshall 3216 (3\PS631725)	Patch	PSWe1-a	1.5	0.012	CCMA/CoGG	0.596	N/A	0	2c
4	86-104 Drews Road Marshall 3216 (1\TP612909)	Patch	PSWe2-a	1.5	0.015	CCMA/CoGG	0.656	N/A	0	2e
4	86-104 Drews Road Marshall 3216 (1\TP918723)	Patch	PSWe3-a	1.5	0.024	CCMA/CoGG	0.651	N/A	0	2e
10	67-87 Drews Road Marshall 3216 (11~2\PP2421)	Patch	GW10-b	1.5	0.001	CCMA/CoGG	0.536	N/A	0	2d
10	67-87 Drews Road Marshall 3216 (11~2\PP2421)	Patch	GW11-b	1.5	0.000	CCMA/CoGG	0.531	N/A	0	2d
10	67-87 Drews Road Marshall 3216 (11~2\PP2421)	Patch	GW12-b	1.5	0.001	CCMA/CoGG	0.496	N/A	0	2d
10	67-87 Drews Road Marshall 3216 (11~2\PP2421)	Patch	GW12-d	1.5	0.000	CCMA/CoGG	0.344	N/A	0	2d
10	67-87 Drews Road Marshall 3216 (11~2\PP2421)	Patch	GW13-a	1.5	0.000	CCMA/CoGG	0.661	N/A	0	2f
10	67-87 Drews Road Marshall 3216 (11~2\PP2421)	Patch	GW14-a	1.5	0.058	CCMA/CoGG	0.536	N/A	0	2d
10	67-87 Drews Road Marshall 3216 (11~2\PP2421)	Patch	GW15-a	1.5	0.076	CCMA/CoGG	0.553	N/A	0	2d
10	67-87 Drews Road Marshall 3216 (11~2\PP2421)	Patch	GW16-a	1.5	0.014	CCMA/CoGG	0.672	N/A	0	2f
10	67-87 Drews Road Marshall 3216 (11~2\PP2421)	Patch	GW17-a	1.5	0.012	CCMA/CoGG	0.637	N/A	0	2f
10	67-87 Drews Road Marshall 3216 (11~2\PP2421)	Patch	GW18-a	1.5	0.001	CCMA/CoGG	0.640	N/A	0	2f

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PSP Property ID	Property Address / Parcel SPI	Type	Habitat Zone ID / Tree ID	Offset Multiplier	General Habitat Units	Vicinity (CMA/LGA region)	Minimum SBV Score	Species Habitat Units	Large tree(s)	Map number
10	67-87 Drews Road Marshall 3216 (11~2\PP2421)	Patch	GW19-a	1.5	0.001	CCMA/CoGG	0.672	N/A	0	2f
10	67-87 Drews Road Marshall 3216 (11~2\PP2421)	Patch	GW19-c	1.5	0.075	CCMA/CoGG	0.361	N/A	0	2f
11	32-60 Horseshoe Bend Road Marshall 3216 (12~2\PP2421)	Patch	GW12-e	1.5	0.000	CCMA/CoGG	0.344	N/A	0	2f
11	32-60 Horseshoe Bend Road Marshall 3216 (12~2\PP2421)	Patch	GW20-a	1.5	0.002	CCMA/CoGG	0.462	N/A	0	2g
12	89-109 Drews Road Marshall 3216 (14~2\PP2421)	Patch	GW21-c	1.5	0.002	CCMA/CoGG	0.672	N/A	0	2f
12	89-109 Drews Road Marshall 3216 (14~2\PP2421)	Patch	GW21-d	1.5	0.002	CCMA/CoGG	0.515	N/A	0	2f
12	89-109 Drews Road Marshall 3216 (14~2\PP2421)	Patch	GW23-b	1.5	0.000	CCMA/CoGG	0.683	N/A	0	2f
12	89-109 Drews Road Marshall 3216 (14~2\PP2421)	Patch	GW23-c	1.5	0.015	CCMA/CoGG	0.728	N/A	0	2f
12	89-109 Drews Road Marshall 3216 (14~2\PP2421)	Patch	GW23-e	1.5	0.005	CCMA/CoGG	0.672	N/A	0	2f
12	89-109 Drews Road Marshall 3216 (14~2\PP2421)	Patch	GW23-g	1.5	0.018	CCMA/CoGG	0.728	N/A	0	2f
12	89-109 Drews Road Marshall 3216 (14~2\PP2421)	Patch	GW23-h	1.5	0.010	CCMA/CoGG	0.672	N/A	0	2f
12	89-109 Drews Road Marshall 3216 (14~2\PP2421)	Patch	GW23-j	1.5	0.023	CCMA/CoGG	0.697	N/A	0	2f
13	62-80 Horseshoe Bend Road Marshall 3216 (13~2\PP2421)	Patch	GW21-f	1.5	0.049	CCMA/CoGG	0.344	N/A	0	2f
13	62-80 Horseshoe Bend Road Marshall 3216 (13~2\PP2421)	Patch	GW21-h	1.5	0.006	CCMA/CoGG	0.344	N/A	0	2g
13	62-80 Horseshoe Bend Road Marshall 3216 (13~2\PP2421)	Patch	GW24-a	1.5	0.001	CCMA/CoGG	0.212	N/A	0	2g
14	135-153 Reserve Road Marshall 3216 (1\TP618413)	Patch	GW8-a	1.5	0.006	CCMA/CoGG	0.728	N/A	0	2f
14	135-153 Reserve Road Marshall 3216 (1\TP618413)	Patch	GW9-a	1.5	0.012	CCMA/CoGG	0.728	N/A	0	2j
15	155 Reserve Road Marshall 3216 (1\TP539750)	Patch	GW23-n	1.5	0.049	CCMA/CoGG	0.728	N/A	0	2f

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PSP Property ID	Property Address / Parcel SPI	Type	Habitat Zone ID / Tree ID	Offset Multiplier	General Habitat Units	Vicinity (CMA/LGA region)	Minimum SBV Score	Species Habitat Units	Large tree(s)	Map number
16	82-90 Horseshoe Bend Road Marshall 3216 (1\TP6652)	Scattered Tree	58	1.5	0.001	CCMA/CoGG	0.368	N/A	1	2g
16	82-90 Horseshoe Bend Road Marshall 3216 (1\TP6652)	Scattered Tree	60	1.5	0.006	CCMA/CoGG	0.213	N/A	0	2l
16	82-90 Horseshoe Bend Road Marshall 3216 (1\TP6652)	Patch	GW23-o	1.5	0.007	CCMA/CoGG	0.574	N/A	0	2f
R1	Drews Road, Marshall	Patch	GW5-a	1.5	0.002	CCMA/CoGG	0.088	N/A	0	2d
R1	Drews Road, Marshall	Patch	GW6-a	1.5	0.002	CCMA/CoGG	0.536	N/A	0	2d
R2	Smith Street, Marshall	Patch	GW21-g	1.5	0.003	CCMA/CoGG	0.344	N/A	0	2g
R2	Smith Street, Marshall	Patch	SISsH1-a	1.5	0.073	CCMA/CoGG	0.632	N/A	0	2e

Note: The data above is sorted based on the PSP Property ID. CCMA = Corangamite Catchment Management Authority, CoGG = City of Greater Geelong, 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.

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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 6 and Table 7 and illustrated in Map 2 to this NVPP.

Habitat zone and tree IDs in Table 6 and Table 7 correspond to habitat zone and tree IDs 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. 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.

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Table 6. Habitat zones to be retained

Note: The data is sorted based on the PSP Property ID. SBV – Strategic Biodiversity Value score; OtP – Otway Plain bioregion; PSWe – Plains Sedgy Wetland; PGW – Plains Grassy Woodland; GW – Grassy Woodland; SISsH – Seasonally Inundated Sub-saline Herbland; CWL – Current Wetland Layer.

PSP Property ID	Address	Habitat Zone	Type	BioEVC Code	BioEVC conservation status	Large tree(s)	Condition score	Extent (ha)	SBV score	Map number
4	86-104 Drews Road Marshall (1\TP612909)	PSWe2-b	Patch	OtP_0647	E	0	0.3	0.018	0.840	2f
4	86-104 Drews Road Marshall (1\TP918723)	PSWe3-b	Patch	OtP_0647	E	0	0.3	0.005	0.840	2f
6	115 Reserve Road Marshall (CP169831)	PGW1-a	Patch	OtP_0055	E	0	0.23	0.293	0.522	2j
10	67-87 Drews Road Marshall (11~2\PP2421)	GW10-c	Patch	OtP_0175	E	1	0.29	1.156	0.637	2d
10	67-87 Drews Road Marshall (11~2\PP2421)	GW11-a	Patch	OtP_0175	E	0	0.11	0.244	0.615	2d
10	67-87 Drews Road Marshall (11~2\PP2421)	GW12-a	Patch	OtP_0175	E	1	0.32	0.114	0.772	2d
10	67-87 Drews Road Marshall (11~2\PP2421)	GW19-b	Patch	OtP_0175	E	0	0.14	0.343	0.668	2f
11	32-60 Horseshoe Bend Road Marshall (12~2\PP2421)	GW12-c	Patch	OtP_0175	E	0	0.32	0.202	0.430	2d / 2f
11	32-60 Horseshoe Bend Road Marshall (12~2\PP2421)	GW12-f	Patch	OtP_0175	E	0	0.32	0.011	0.580	2f
11	32-60 Horseshoe Bend Road Marshall (12~2\PP2421)	GW20-b	Patch	OtP_0175	E	1	0.23	0.036	0.660	2g
11	32-60 Horseshoe Bend Road Marshall (12~2\PP2421)	GW25-b	Patch	OtP_0175	E	0	0.28	0.016	0.608	2b
12	89-109 Drews Road Marshall (14~2\PP2421)	GW21-b	Patch	OtP_0175	E	4	0.33	0.270	0.858	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	GW22-a	Patch	OtP_0175	E	1	0.31	0.036	0.903	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	GW23-a	Patch	OtP_0175	E	0	0.18	0.217	0.841	2f

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PSP Property ID	Address	Habitat Zone	Type	BioEVC Code	BioEVC conservation status	Large tree(s)	Condition score	Extent (ha)	SBV score	Map number
12	89-109 Drews Road Marshall (14~2\PP2421)	GW23-d	Patch	OtP_0175	E	0	0.18	0.008	0.761	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	GW23-f	Patch	OtP_0175	E	2	0.34	0.501	0.849	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	GW23-i	Patch	OtP_0175	E	0	0.18	0.230	0.910	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	GW23-k	Patch	OtP_0175	E	0	0.18	0.013	0.844	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	GW23-l	Patch	OtP_0175	E	0	0.14	0.058	0.910	2f
13	62-80 Horseshoe Bend Road Marshall (13~2\PP2421)	GW21-e	Patch	OtP_0175	E	2	0.33	0.291	0.430	2f/2g
13	62-80 Horseshoe Bend Road Marshall (13~2\PP2421)	GW23-m	Patch	OtP_0175	E	0	0.14	0.025	0.476	2f
34	321-329 Barwon Heads Road Charlemont (1\TP9653)	SISsH2-a	Patch	OtP_0196	R	0	0.26	0.015	0.810	2a
34	321-329 Barwon Heads Road Charlemont (1\TP9653)	SISsH2-b	Patch	OtP_0196	R	0	0.26	0.085	0.631	2a
34	321-329 Barwon Heads Road Charlemont (1\TP9653)	CWL1-a	Patch	OtP_0196	R	0	0.58	0.899	0.577	2a
R1	Drews Road Marshall	GW7-a	Patch	OtP_0175	E	0	0.11	0.008	0.670	2f
R1	Drews Road Marshall	GW10-a	Patch	OtP_0175	E	0	0.29	0.017	0.840	2d
R2	Smith Street Marshall	GW21-a	Patch	OtP_0175	E	2	0.33	0.784	0.630	2f/2g
R2	Smith Street Marshall	SISsH1-b	Patch	OtP_0196	R	0	0.24	0.002	0.840	2f
R3	Horseshoe Bend Road Marshall	GW25-a	Patch	OtP_0175	E	1	0.28	0.015	0.660	2b
R4	Reserve Road Marshall	PGW1-b	Patch	OtP_0055	E	0	0.23	0.017	0.830	2j

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Table 7. Information about trees to be retained

PSP Property ID	Address	Tree ID	Type	Scientific name	Common name	Circumference (cm)	Map Number
2	62-84 Drews Road Marshall (3\PS631720)	1	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	63	2c
2	62-84 Drews Road Marshall (3\PS631720)	2	Scattered Large Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	229	2c
2	62-84 Drews Road Marshall (3\PS631720)	3	Scattered Large Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	220	2c
2	62-84 Drews Road Marshall (3\PS631720)	4	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	82	2c
2	62-84 Drews Road Marshall (3\PS631720)	5	Scattered Large Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	226	2e
2	62-84 Drews Road Marshall (3\PS631720)	6	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	63	2e
2	62-84 Drews Road Marshall (3\PS631720)	7	Scattered Large Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	220	2e
4	86-104 Drews Road Marshall (1\TP612909)	11	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	82	2e
6	115 Reserve Road Marshall (CP169831)	12	Scattered Small Tree	*Eucalyptus camaldulensis*	River Red-gum	195	2j
6	116 Reserve Road Marshall (CP169831)	13	Scattered Small Tree	*Eucalyptus camaldulensis*	River Red-gum	88	2j
10	67-87 Drews Road Marshall (11~2\PP2421)	29	Large Tree within a patch	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	232	2d
10	67-87 Drews Road Marshall (11~2\PP2421)	30	Large Tree within a patch	*Eucalyptus camaldulensis*	River Red-gum	220	2d

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PSP Property ID	Address	Tree ID	Type	Scientific name	Common name	Circumference (cm)	Map Number
11	32-60 Horseshoe Bend Road Marshall (12~2\PP2421)	32	Scattered Small Tree	*Eucalyptus camaldulensis*	River Red-gum	182	2g
11	32-60 Horseshoe Bend Road Marshall (12~2\PP2421)	33	Scattered Small Tree	*Eucalyptus camaldulensis*	River Red-gum	126	2g
11	32-60 Horseshoe Bend Road Marshall (12~2\PP2421)	34	Scattered Large Tree	*Eucalyptus camaldulensis*	River Red-gum	298	2g
11	32-60 Horseshoe Bend Road Marshall (12~2\PP2421)	36	Large Tree within a patch	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	283	2g
12	89-109 Drews Road Marshall (14~2\PP2421)	37	Large Tree within a patch	*Eucalyptus camaldulensis*	River Red-gum	220	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	38	Large Tree within a patch	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	232	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	39	Large Tree within a patch	*Eucalyptus camaldulensis*	River Red-gum	223	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	40	Large Tree within a patch	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	342	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	44	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	195	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	45	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	214	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	46	Large Tree within a patch	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	220	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	47	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	144	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	48	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	210	2f

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PSP Property ID	Address	Tree ID	Type	Scientific name	Common name	Circumference (cm)	Map Number
12	89-109 Drews Road Marshall (14~2\PP2421)	49	Large Tree within a patch	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	236	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	50	Large Tree within a patch	*Eucalyptus camaldulensis*	River Red-gum	301	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	51	Scattered Large Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	229	2f
12	89-109 Drews Road Marshall (14~2\PP2421)	53	Scattered Small Tree	*Eucalyptus viminalis*	Manna Gum	135	2f
13	62-80 Horseshoe Bend Road Marshall (13~2\PP2421)	41	Large Tree within a patch	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	232	2f
13	62-80 Horseshoe Bend Road Marshall (13~2\PP2421)	43	Large Tree within a patch	*Eucalyptus camaldulensis*	River Red-gum	330	2g
13	62-80 Horseshoe Bend Road Marshall (13~2\PP2421)	52	Scattered Large Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	104	2f
14	135-153 Reserve Road Marshall (1\TP618413)	54	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	182	2f
15	155 Reserve Road Marshall (1\TP539750)	55	Scattered Large Tree	*Eucalyptus camaldulensis*	River Red-gum	239	2f
15	156 Reserve Road Marshall (1\TP539750)	56	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	138	2f
15	157 Reserve Road Marshall (1\TP539750)	57	Scattered Large Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	226	2f
16	82-90 Horseshoe Bend Road Marshall (1\TP6652)	59	Scattered Small Tree	*Eucalyptus camaldulensis*	River Red-gum	85	2l
16	82-90 Horseshoe Bend Road Marshall (1\TP6652)	61	Scattered Small Tree	*Eucalyptus melliodora*	Yellow Box	157	2l

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PSP Property ID	Address	Tree ID	Type	Scientific name	Common name	Circumference (cm)	Map Number
27	71-79 Horseshoe Bend Road Marshall (1\TP19665)	67	Scattered Small Tree	*Eucalyptus melliodora*	Yellow Box	157	2g
27	71-79 Horseshoe Bend Road Marshall (1\TP19665)	68	Scattered Small Tree	*Eucalyptus melliodora*	Yellow Box	173	2g
30	470-480 Barwon Heads Road Marshall (1\TP958864)	69	Scattered Small Tree	*Eucalyptus camaldulensis*	River Red-gum	204	2n
32	181-203 Reserve Road Marshall (1\TP958865)	71	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	144	2m
35	331-343 Barwon Heads Road Charlemont (1\TP958802)	62	Scattered Small Tree	*Eucalyptus camaldulensis*	River Red-gum	163	2a
38	1-5 Tannery Road Charlemont (1\TP15565)	63	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	63	2b
R1	Drews Road Marshall	14	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	69	2c
R1	Drews Road Marshall	15	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	82	2c
R1	Drews Road Marshall	16	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	119	2f
R1	Drews Road Marshall	17	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	217	2f
R1	Drews Road Marshall	18	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	214	2f
R1	Drews Road Marshall	19	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	110	2f
R1	Drews Road Marshall	20	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	163	2f

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PSP Property ID	Address	Tree ID	Type	Scientific name	Common name	Circumference (cm)	Map Number
R1	Drews Road Marshall	21	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	176	2f
R1	Drews Road Marshall	22	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	182	2f
R1	Drews Road Marshall	23	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	204	2f
R1	Drews Road Marshall	24	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	195	2f
R1	Drews Road Marshall	25	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	47	2f
R1	Drews Road Marshall	26	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	88	2f
R1	Drews Road Marshall	27	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	79	2f
R1	Drews Road Marshall	28	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	94	2f
R2	Smith Street Marshall	10	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	75	2e
R2	Smith Street Marshall	35	Large Tree within a patch	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	276	2f
R2	Smith Street Marshall	42	Large Tree within a patch	*Eucalyptus camaldulensis*	River Red-gum	264	2f
R3	Horseshoe Bend Road	31	Large Tree within a patch	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	361	2b
R4	Reserve Road	70	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	119	2m

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PSP Property ID	Address	Tree ID	Type	Scientific name	Common name	Circumference (cm)	Map Number
R4	Reserve Road	72	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	182	2m
R4	Reserve Road	73	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	144	2m
R4	Reserve Road	74	Scattered Large Tree	*Eucalyptus camaldulensis*	River Red-gum	236	2m
R5	Barwon Heads Road	65	Scattered Small Tree	*Eucalyptus camaldulensis*	River Red-gum	151	2h
R5	Barwon Heads Road	66	Scattered Small Tree	*Eucalyptus leucoxylon* ssp. *bellarinensis*	Bellarine Yellow-gum	132	2h
R7	1-5 Tannery Road Charlemont (1\TP15565)	64	Scattered Large Tree	*Eucalyptus camaldulensis*	River Red-gum	330	2b

Note: The data above is sorted based on the PSP Property ID.

5.2 Management responsibilities and actions

5.2.1 Native vegetation to be retained

The owner of the land must continue to meet any existing legal obligations to manage the land, for example the management of noxious weeds and pest animals under the *Catchment and Land Protection Act 1994*.

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6 CONDITIONS FOR THE REMOVAL OF NATIVE VEGETATION

The native vegetation identified in Table 3 and 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:

a. 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.

b. 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.
        - An allocated credit extract from the Native Vegetation Credit Register.
        - Other evidence that meets the requirements described in section 5 of this NVPP.

c. Interfaces with areas of native vegetation to be retained must be designed in a way that prevents any impacts from civil works and allows for appropriate edge design, to the satisfaction of the Responsible Authority.

d. 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 at whichever minimum distance is greater, 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.

e. 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.

f. Prior to the commencement of any tree removal or other potential fauna habitat, the permit holder must appoint an ecologist to conduct a pre-clearing survey to assess the presence of fauna. Where fauna is likely to be present in trees or vegetation proposed for removal, a suitably qualified wildlife handler must be present to ensure that native fauna is managed in accordance with DEECA guidance and all necessary authorisations must be obtained prior to removing native fauna. Dams filled as part of the approved development must be drained at least 48 hours prior to works commencing to enable the relocation or translocation of fauna.

g. Any large eucalyptus tree with a DBH of greater than 70cm 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 places into the conservation areas under the direction of a suitably qualified ecologist or Council environment officer, with the written consent of the Responsible Authority.

h. Any construction stockpiles, fill and machinery must be placed at least 30 metres away from areas supporting native vegetation and drainage lines, or other distance as agreed in writing by the Responsible Authority".

i. Prior to the removal of vegetation, the Responsible Authority and/or DEECA should be given an opportunity to salvage genetic material from flora species for use in nearby Public Reserves.

j. All earthworks and construction must be undertaken in a manner that will minimise soil erosion and adhere to *Erosion, sediment and dust: Treatment train. Publication 1893* (EPA 2020a) and *Civil construction building and demolition guide. Publication 1834* (EPA 2020b) (or documents as updated or amended from time to time).

k. 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* (DELWP 2017a). 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.
        - Other evidence that meets the requirements described in Section 4 of this NVPP.

6.1 Other statutory considerations and approvals

The native vegetation permitted to be cleared under the NVPP may be subject to statutory approvals other than the *Planning and Environment Act 1987*.

Proponents should ensure that there are no other statutory approvals required for protected species and communities under the EPBC Act (all land tenures), or the FFG Act (land owned or managed by a public authority, including roadsides and Crown land).

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7 MONITORING, REPORTING AND REVIEW

7.1 Monitoring and reporting

As part of the development of the Offset Strategy for the Marshall Precinct, a Native Vegetation Offset Tracking Tool will be required to track native vegetation removal. The Offset Tracking Tool is required to be submitted to the Responsible Authority prior to the removal of any native vegetation.

7.2 NVPP Review

This NVPP is valid for 10 years from the date of endorsement, after which time it must be reviewed to ensure changes in vegetation condition are captured, and required offsets updated where necessary.

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REFERENCE DOCUMENTS

DELWP 2017a. Guidelines for the removal, destruction or lopping of native vegetation. Department of Environment, Land, Water and Planning, Melbourne, Victoria.

DELWP 2017b. Assessor's handbook. Applications to remove, destroy or lop native vegetation. Version 1.0. Victorian Department of Environment, Land, Water and Planning, Melbourne, Victoria.

DEECA 2025 Nature Kit Map [www Document]. URL: https://maps2.biodiversity.vic.gov.au/Html5viewer/index.html?viewer=NatureKit>. Victorian Department of Energy, Environment and Climate Action, Melbourne, Victoria.

Ecology and Heritage Partners 2014. Flora and Fauna Survey and Biodiversity Assessment, Marshall Precinct: Armstrong Creek Urban Growth Area.

Ecology and Heritage Partners 2017. Review of native vegetation mapping within the Marshall Precinct, Armstrong Creek Growth Area.

Ecology Partners 2011. Flora and Fauna Survey, and Net Gain Assessment. Marshall Precinct: Armstrong Creek Urban Growth Area.

EPA 2020a. *Erosion, sediment and dust: Treatment train. Publication 1893.* Published document prepared by the Victorian Environment Protection Authority, Melbourne, Victoria.

EPA 2020b. *Civil construction building and demolition guide. Publication 1834.* Published document prepared by the Victorian Environment Protection Authority, Melbourne, Victoria.

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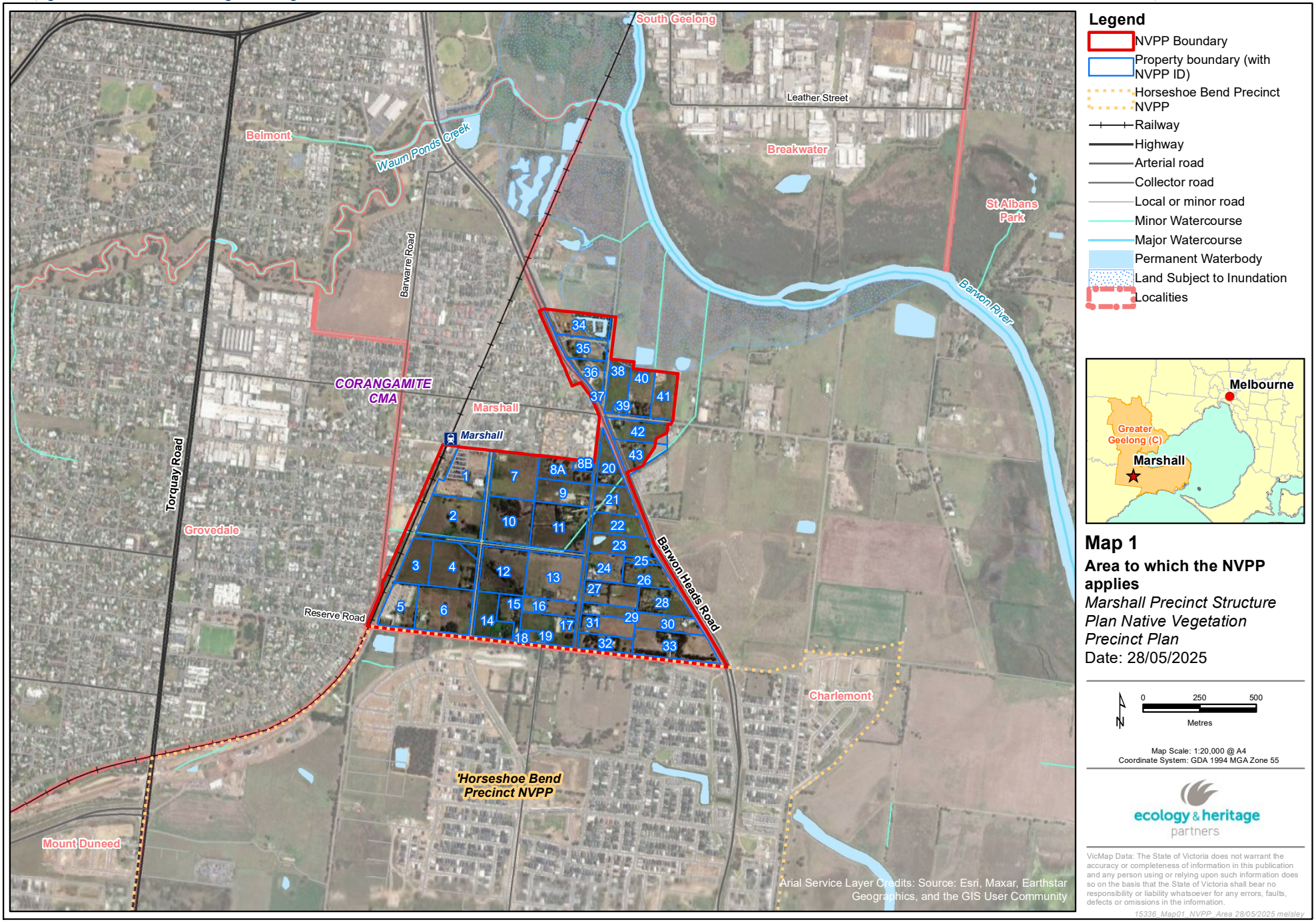
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MAPS

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Map 1: Area to which the NVPP applies



Legend

- NVPP Boundary
- Property boundary (with NVPP ID)
- Horseshoe Bend Precinct NVPP
- Railway
- Highway
- Arterial road
- Collector road
- Local or minor road
- Minor Watercourse
- Major Watercourse
- Permanent Waterbody
- Land Subject to Inundation
- Localities

Map 1

Area to which the NVPP applies

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

Date: 28/05/2025

N

0 250 500

Metres

Map Scale: 1:20,000 @ A4
Coordinate System: GDA 1994 MGA Zone 55

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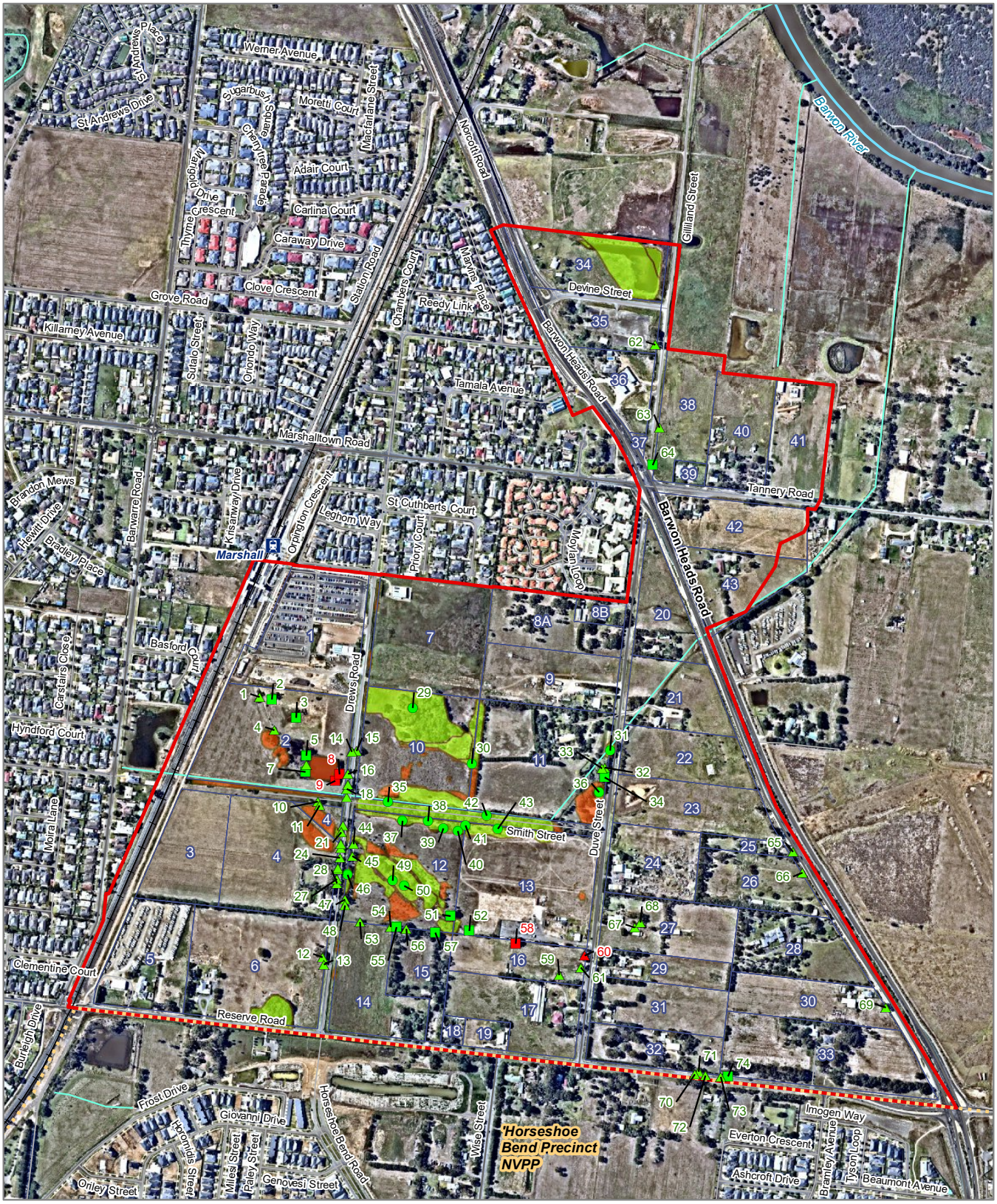
VicMap Data: The State of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the State of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

15336_Map01_NVPP_Area 28/05/2025 melsley

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Map 2: Native Vegetation to be Retained and Removed



Map 2 Overview

Ecological features

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

Legend

- Study Area
- Property boundary
- Horseshoe Bend Precinct NVPP
- Large Tree within a patch to be retained
- Scattered Large Tree to be retained
- Scattered Large Tree to be removed
- Scattered Small Tree to be retained
- Scattered Small Tree to be removed

NVPP Status

- Vegetation to be retained
- Vegetation to be removed

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N

0 90 180

Metres

Map Scale: 1:9,000 @ A4
Coordinate System:
GDA 1994 MGA Zone 55

Base data source: Victoria State Government. Disclaimer: the State of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the State of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

15336_Map02_EcoFeat_PMB 26/05/2025 melsley

Aerial source: Nearmap 2025



Map 2a

Ecological features

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

Legend

- Study Area
- Property boundary
- Scattered Small Tree to be retained

NVPP Status

- Vegetation to be retained



N

0 30 60

Metres

Map Scale: 1:3,000 @ A4
Coordinate System:
GDA 1994 MGA Zone 55

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Base data source: Victoria State Government. Disclaimer: the State of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the State of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

15336_Map02_EcoFeat_PMB 26/05/2025 melsley

Aerial source: Nearmap 2025



Map 2b

Ecological features

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

ecology & heritage partners

Legend

- Study Area
- Property boundary
- Large Tree within a patch to be retained
- Scattered Large Tree to be retained
- Scattered Small Tree to be retained

NVPP Status

- Vegetation to be retained



N

0 30 60

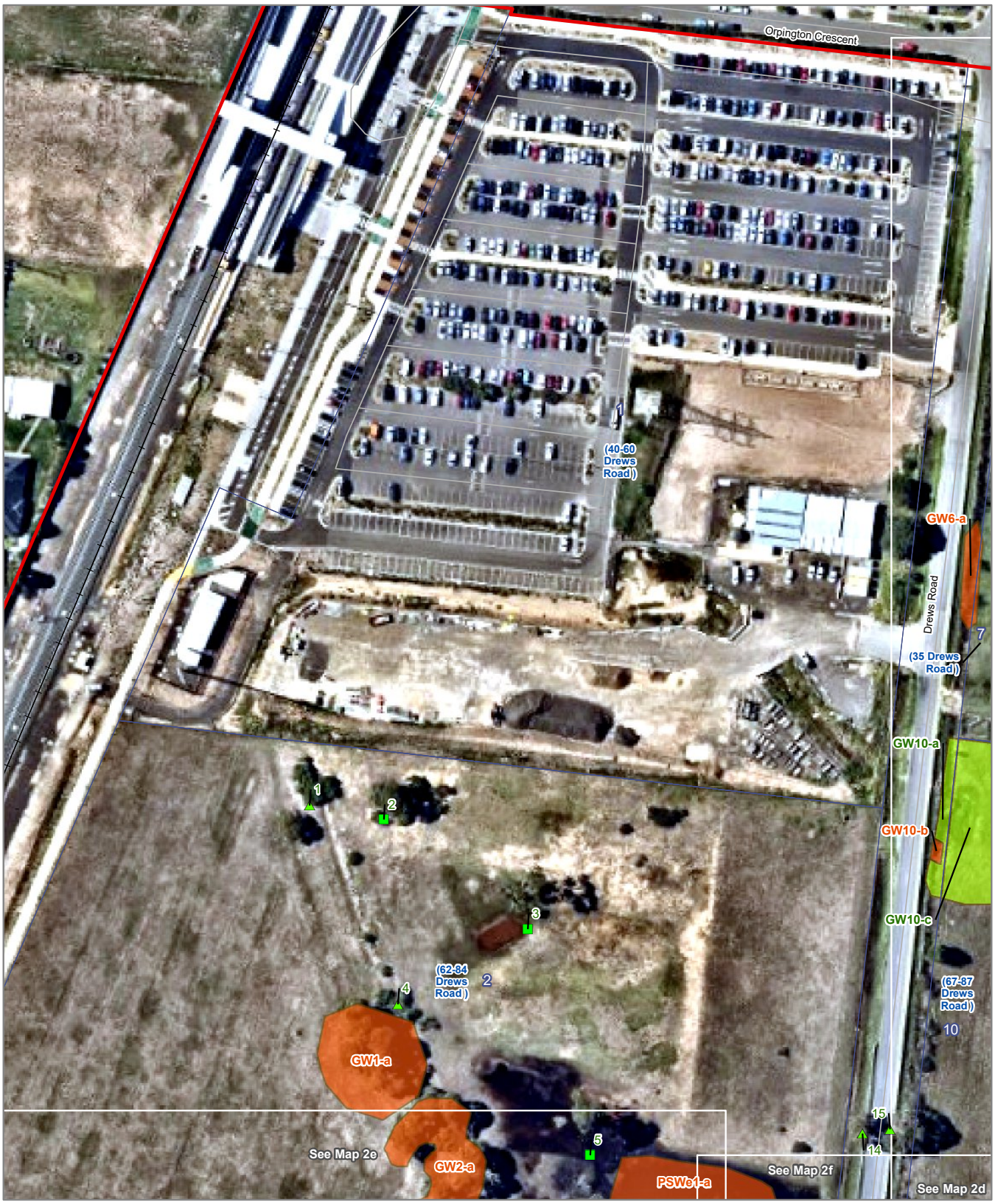
Metres

Map Scale: 1:3,000 @ A4
Coordinate System:
GDA 1994 MGA Zone 55

Base data source: Victoria State Government. Disclaimer: the State of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the State of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

15336_Map02_EcoFeat_PMB 26/05/2025 melsley

Aerial source: Nearmap 2025



Map 2c

Ecological features

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

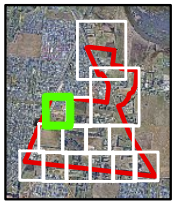
Legend

- Study Area
- Property boundary
- Scattered Large Tree to be retained
- Scattered Small Tree to be retained

NVPP Status

- Vegetation to be retained
- Vegetation to be removed

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N

0 15 30

Metres

Map Scale: 1:1,500 @ A4
Coordinate System:
GDA 1994 MGA Zone 55

Base data source: Victoria State Government. Disclaimer: the State of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the State of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

15336_Map02_EcoFeat_PMB 26/05/2025 melsley

Aerial source: Nearmap 2025



Map 2d

Ecological features

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

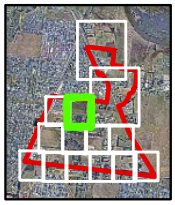
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Legend

- Study Area
- Property boundary
- Large Tree within a patch to be retained
- Scattered Small Tree to be retained

NVPP Status

- Vegetation to be retained
- Vegetation to be removed



N

0 15 30

Metres

Map Scale: 1:1,500 @ A4
Coordinate System:
GDA 1994 MGA Zone 55

Base data source: Victoria State Government. Disclaimer: the State of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the State of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

15336_Map02_EcoFeat_PMB 26/05/2025 melsley

Aerial source: Nearmap 2025



Map 2e

Ecological features

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

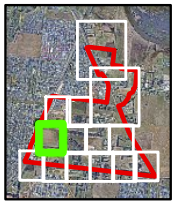
ecology & heritage partners

Legend

- Study Area
- Property boundary
- Scattered Large Tree to be retained
- Scattered Small Tree to be retained

NVPP Status

- Vegetation to be removed



N

0 15 30

Metres

Map Scale: 1:1,500 @ A4
Coordinate System:
GDA 1994 MGA Zone 55

Base data source: Victoria State Government. Disclaimer: the State of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the State of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

15336_Map02_EcoFeat_PMB 26/05/2025 melsley

Aerial source: Nearmap 2025



Map 2f

Ecological features

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

Legend

- Study Area
- Property boundary
- Large Tree within a patch to be retained
- Scattered Large Tree to be retained
- Scattered Large Tree to be removed
- Scattered Small Tree to be retained

NVPP Status

- Vegetation to be retained
- Vegetation to be removed

N

0 15 30

Metres

Map Scale: 1:1,500 @ A4
Coordinate System:
GDA 1994 MGA Zone 55

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15336_Map02_EcoFeat_PMB 26/05/2025 melsley

Aerial source: Nearmap 2025



Map 2g

Ecological features

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

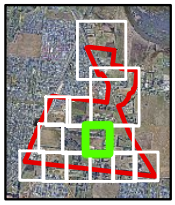
ecology & heritage partners

Legend

- Study Area
- Property boundary
- Large Tree within a patch to be retained
- Scattered Large Tree to be retained
- Scattered Large Tree to be removed
- Scattered Small Tree to be retained
- Scattered Small Tree to be removed

NVPP Status

- Vegetation to be retained
- Vegetation to be removed



N

0 15 30

Metres

Map Scale: 1:1,500 @ A4
Coordinate System:
GDA 1994 MGA Zone 55

Base data source: Victoria State Government. Disclaimer: the State of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the State of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

15336_Map02_EcoFeat_PMB 26/05/2025 melsley

Aerial source: Nearmap 2025



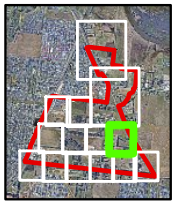
Map 2h

Ecological features

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

Legend

- Study Area
- Property boundary
- Scattered Small Tree to be retained



N

0 15 30

Metres

Map Scale: 1:1,500 @ A4
Coordinate System:
GDA 1994 MGA Zone 55

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15336_Map02_EcoFeat_PMB 26/05/2025 melsley

Aerial source: Nearmap 2025



Map 2i

Ecological features

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

Legend

- Study Area
- Property boundary
- Horseshoe Bend Precinct NVPP



N

0 15 30

Metres

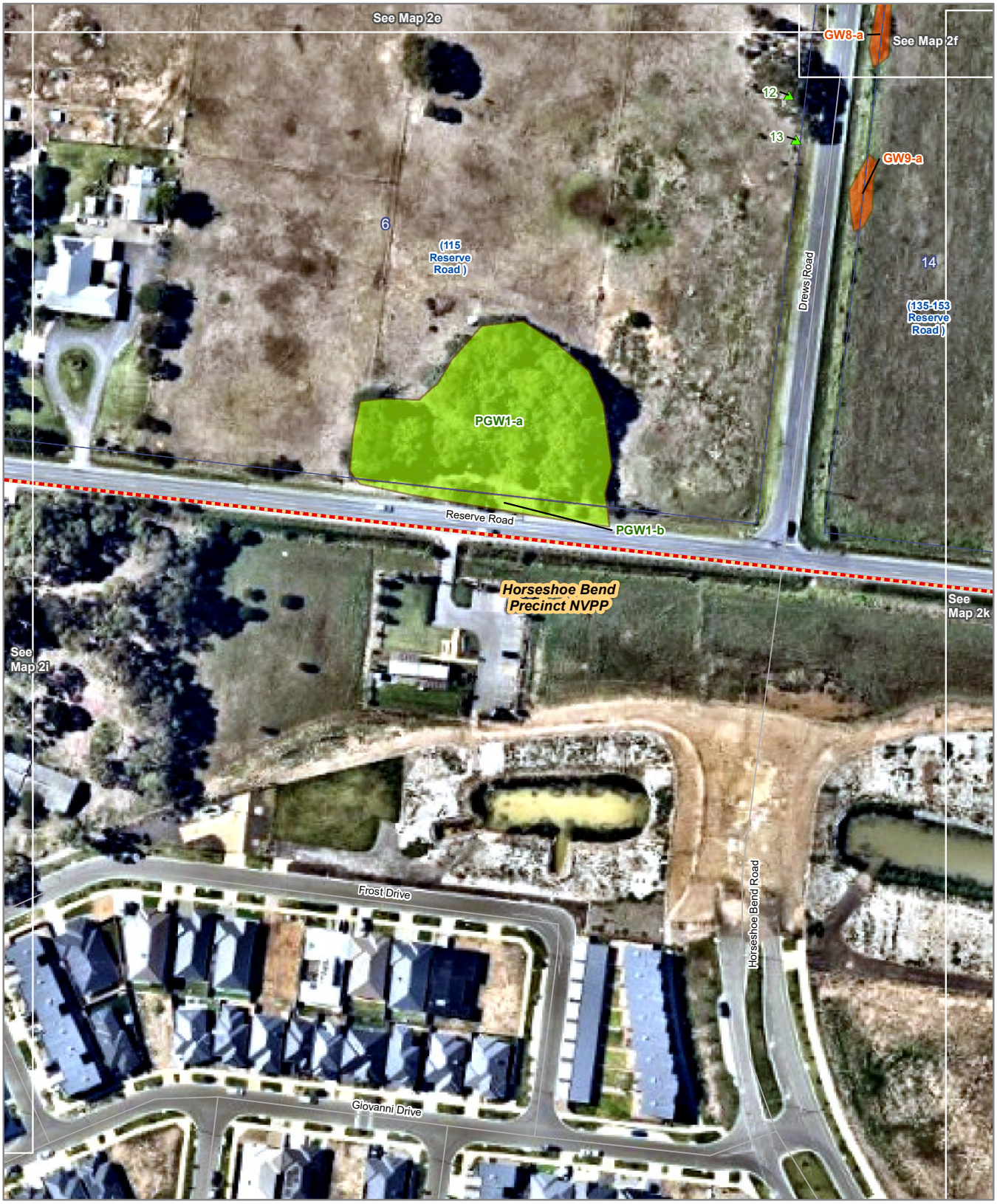
Map Scale: 1:1,500 @ A4
Coordinate System:
GDA 1994 MGA Zone 55

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15336_Map02_EcoFeat_PMB 26/05/2025 melsley

Aerial source: Nearmap 2025



Map 2j

Ecological features

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

Legend

- Study Area
- Property boundary
- Horseshoe Bend Precinct NVPP
- Scattered Small Tree to be retained

NVPP Status

- Vegetation to be retained
- Vegetation to be removed

ecology & heritage partners



N

0 15 30

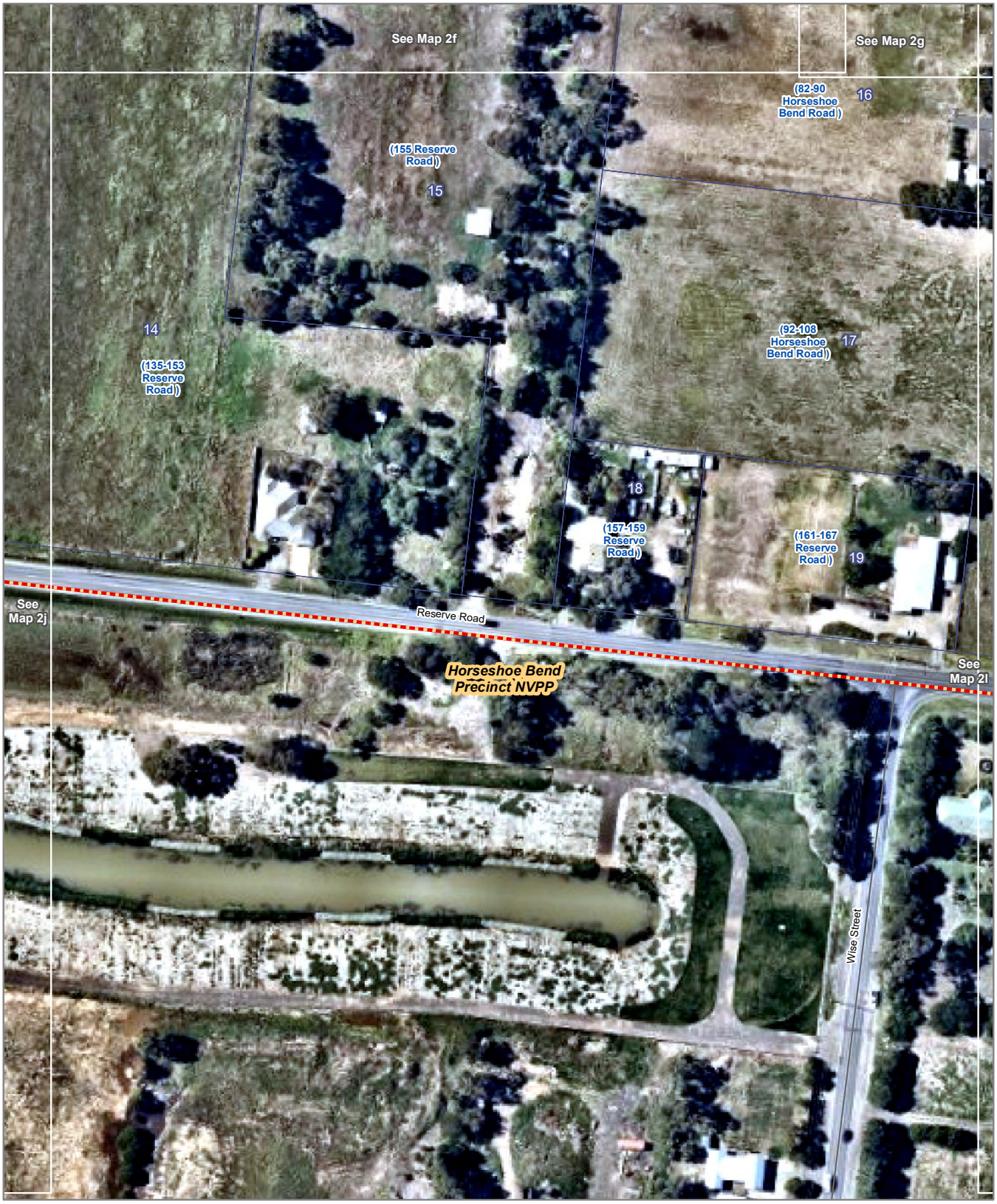
Metres

Map Scale: 1:1,500 @ A4
Coordinate System:
GDA 1994 MGA Zone 55

Base data source: Victoria State Government. Disclaimer: the State of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the State of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

15336_Map02_EcoFeat_PMB 26/05/2025 melsley

Aerial source: Nearmap 2025



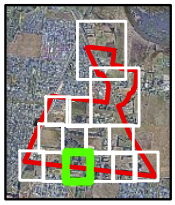
Map 2k

Ecological features

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

Legend

- Study Area
- Property boundary
- Horseshoe Bend Precinct NVPP



N

0 15 30

Metres

Map Scale: 1:1,500 @ A4
Coordinate System:
GDA 1994 MGA Zone 55

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15336_Map02_EcoFeat_PMB 26/05/2025 melsley

Aerial source: Nearmap 2025



Map 2l

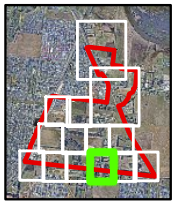
Ecological features

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

Legend

- Study Area
- Property boundary
- Horseshoe Bend Precinct NVPP
- Scattered Large Tree to be removed
- Scattered Small Tree to be retained
- Scattered Small Tree to be removed

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N

0 15 30

Metres

Map Scale: 1:1,500 @ A4
Coordinate System:
GDA 1994 MGA Zone 55

Base data source: Victoria State Government. Disclaimer: the State of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the State of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

15336_Map02_EcoFeat_PMB 26/05/2025 melsley

Aerial source: Nearmap 2025



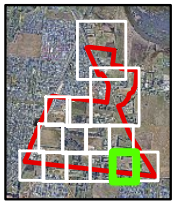
Map 2m

Ecological features

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

Legend

- Study Area
- Property boundary
- Horseshoe Bend Precinct NVPP
- Scattered Large Tree to be retained
- Scattered Small Tree to be retained



N

0 15 30

Metres

Map Scale: 1:1,500 @ A4
Coordinate System:
GDA 1994 MGA Zone 55

Base data source: Victoria State Government. Disclaimer: the State of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the State of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

15336_Map02_EcoFeat_PMB 26/05/2025 melsley

Aerial source: Nearmap 2025



Map 2n

Ecological features

Marshall Precinct Structure Plan Native Vegetation Precinct Plan

Legend

- Study Area
- Property boundary
- Horseshoe Bend Precinct NVPP
- Scattered Small Tree to be retained



N

0 15 30

Metres

Map Scale: 1:1,500 @ A4
Coordinate System:
GDA 1994 MGA Zone 55

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Base data source: Victoria State Government. Disclaimer: the State of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the State of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

15336_Map02_EcoFeat_PMB 26/05/2025 melsley

Aerial source: Nearmap 2025

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APPENDIX 1 NATIVE VEGETATION REMOVAL (NVR) REPORT

Native Vegetation Removal Report

NVRR ID: 327_20250428_YO0

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 Guidelines). This report is **not an assessment by DEECA** 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.

Report details

Date created: 28/04/2025

Local Government Area: GREATER GEELONG CITY

Shapefile name:
EHP15336_MarshallPSP_Trees_VG20_24042025.shp
EHP15336_MarshallPSP_Patches_VG20_24042025.shp

Site assessor name:
Mark Stockdale
Anneke Martin

Registered Aboriginal Party: Wadawurrung

Coordinates: 144.36126, -38.20305

Address:
67-87 DREWS ROAD MARSHALL 3216
62-80 HORSESHOE BEND ROAD MARSHALL 3216
135-153 RESERVE ROAD MARSHALL 3216
155 RESERVE ROAD MARSHALL 3216
155A RESERVE ROAD MARSHALL 3216
86-104 DREWS ROAD MARSHALL 3216
35 DREWS ROAD MARSHALL 3216
89-109 DREWS ROAD MARSHALL 3216
32-60 HORSESHOE BEND ROAD MARSHALL 3216
82-90 HORSESHOE BEND ROAD MARSHALL 3216
62-84 DREWS ROAD MARSHALL 3216

Regulator Notes

Removal polygons are located:

Summary of native vegetation to be removed

Assessment pathway	**Detailed Assessment Pathway**		
Location category	Location 2 The native vegetation extent map indicates that this area is typically characterised as supporting native vegetation. Additionally, it is modelled as encompassing an endangered Ecological Vegetation Class, sensitive wetland or sensitive coastal area. The removal of less than 0.5 hectares of native vegetation in this area will not require a Species Offset.		
Total extent including past and proposed removal (ha) *Includes endangered EVCs (ha): 1.93*	**2.082**	*Extent of past removal (ha)*	*0*
		Extent of proposed removal - Patches (ha)	*1.891*
		Extent of proposed removal - Scattered Trees (ha)	*0.191*
No. Large Trees proposed to be removed	**3**	*No. Large Patch Trees*	*0*
		No. Large Scattered Trees	*3*
No. Small Scattered Trees	1		

Offset requirements if approval is granted

Any approval granted will include a condition to obtain an offset, before the removal of native vegetation, that meets the following requirements:

General Offset amount [1]	**0.6000 General Habitat Units**
Vicinity	Corangamite CMA or GREATER GEELONG CITY LGA
Minimum strategic biodiversity value score [2]	0.5723
Large Trees*	3
***The total number of Large Trees that the offset must protect**	**3** Large Trees to be protected in either the General, Species or combination across all habitat units protected

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 with mapped habitat at the site
Appendix 3 includes the following figures

- Location map
- Strategic Biodiversity Value map
- Condition map
- Endangered EVCs map
- Aerial photograph showing mapped native vegetation
- Property in context
- Habitat Importance maps

1. The General Offset amount required is the sum of all General Habitat Units in Appendix 1.
2. Minimum strategic biodiversity value score is 80 per cent of the weighted average score across habitat zones where a General Offset is required.
3. The Species Offset amount(s) required is the sum of all Species Habitat Units in Appendix 1.

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 approval from the responsible authority. The responsible authority will refer your application to DEECA for assessment, as required. **This report is not a referral assessment by DEECA.**

This *Native vegetation removal report* must be submitted with your application for approval to remove, destroy or lop native vegetation.

Refer to 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 as applicable.
- A defendable space statement as applicable.
- A statement about the Native Vegetation Precinct Plan (NVPP) 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.

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 meets or exceeds the Species Offset threshold, a Species Offset is required. This test is completed for all species with mapped habitat 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 are calculated by the following equation in accordance with the Guidelines: ***Species Habitat Units = extent without overlap x condition score 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 are calculated by the following equation in accordance with the Guidelines: ***General Habitat Units = extent without overlap x condition score 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							Information calculated by NVR Map						
Zone	**Type**	**DBH (cm)**	**EVC code**	**Bioregional conservation status**	**Partial Removal**	**Condition score**	**Large Tree(s)**	**Polygon extent (ha)**	**Extent without overlap (ha)**	**SBV score**	**HI Score**	**Habitat Units**	**Offset Type**
1-a	Patch	-	OtP_0175	Endangered	no	0.110	-	0.014	0.014	0.265	-	0.001	General
10-a	Patch	-	OtP_0175	Endangered	no	0.090	-	0.001	0.001	0.802	-	0.000	General
11-b	Patch	-	OtP_0647	Endangered	no	0.300	-	0.142	0.142	0.820	-	0.058	General
12-b	Patch	-	OtP_0647	Endangered	no	0.300	-	0.185	0.185	0.814	-	0.076	General

Information provided by or on behalf of the applicant							Information calculated by NVR Map						
Zone	**Type**	**DBH (cm)**	**EVC code**	**Bioregional conservation status**	**Partial Removal**	**Condition score**	**Large Tree(s)**	**Polygon extent (ha)**	**Extent without overlap (ha)**	**SBV score**	**HI Score**	**Habitat Units**	**Offset Type**
13-a	Patch	-	OtP_0175	Endangered	no	0.140	-	0.083	0.083	0.640	-	0.014	General
14-a	Patch	-	OtP_0175	Endangered	no	0.140	-	0.069	0.069	0.640	-	0.012	General
15-a	Patch	-	OtP_0175	Endangered	no	0.110	-	0.004	0.004	0.810	-	0.001	General
16-a	Patch	-	OtP_0175	Endangered	no	0.110	-	0.007	0.007	0.810	-	0.001	General
17-b	Patch	-	OtP_0647	Endangered	no	0.300	-	0.191	0.191	0.744	-	0.075	General
18-a	Patch	-	OtP_0175	Endangered	no	0.110	-	0.021	0.021	0.110	-	0.002	General
19-a	Patch	-	OtP_0175	Endangered	no	0.110	-	0.015	0.015	0.670	-	0.002	General
2-a	Patch	-	OtP_0175	Endangered	no	0.140	-	0.001	0.001	0.719	-	0.000	General
20-a	Patch	-	OtP_0175	Endangered	no	0.110	-	0.012	0.012	0.910	-	0.002	General
21-a	Patch	-	OtP_0175	Endangered	no	0.110	-	0.012	0.012	0.910	-	0.002	General
22-c	Patch	-	OtP_0196	Rare	no	0.240	-	0.152	0.152	0.790	-	0.049	General
23-a	Patch	-	OtP_0175	Endangered	no	0.320	-	0.009	0.009	0.430	-	0.003	General
24-a	Patch	-	OtP_0175	Endangered	no	0.110	-	0.043	0.043	0.664	-	0.006	General
25-a	Patch	-	OtP_0175	Endangered	no	0.320	-	0.001	0.001	0.620	-	0.000	General
26-a	Patch	-	OtP_0175	Endangered	no	0.140	-	0.076	0.076	0.840	-	0.015	General
27-a	Patch	-	OtP_0175	Endangered	no	0.140	-	0.031	0.031	0.451	-	0.005	General

Information provided by or on behalf of the applicant							Information calculated by NVR Map						
Zone	**Type**	**DBH (cm)**	**EVC code**	**Bioregional conservation status**	**Partial Removal**	**Condition score**	**Large Tree(s)**	**Polygon extent (ha)**	**Extent without overlap (ha)**	**SBV score**	**HI Score**	**Habitat Units**	**Offset Type**
28-a	Patch	-	OtP_0175	Endangered	no	0.180	-	0.074	0.074	0.840	-	0.018	General
29-a	Patch	-	OtP_0175	Endangered	no	0.180	-	0.039	0.039	0.871	-	0.010	General
3-a	Patch	-	OtP_0175	Endangered	no	0.140	-	0.004	0.004	0.910	-	0.001	General
30-a	Patch	-	OtP_0175	Endangered	no	0.340	-	0.049	0.049	0.840	-	0.023	General
31-a	Patch	-	OtP_0175	Endangered	no	0.180	-	0.190	0.190	0.910	-	0.049	General
32-a	Patch	-	OtP_0175	Endangered	no	0.180	-	0.029	0.029	0.854	-	0.007	General
33-a	Patch	-	OtP_0175	Endangered	no	0.340	-	0.001	0.001	0.910	-	0.001	General
34-a	Patch	-	OtP_0175	Endangered	no	0.330	-	0.003	0.003	0.430	-	0.001	General
35-a	Patch	-	OtP_0175	Endangered	no	0.330	-	0.013	0.013	0.430	-	0.005	General
36-a	Patch	-	OtP_0175	Endangered	no	0.330	-	0.020	0.020	0.430	-	0.007	General
37-a	Patch	-	OtP_0175	Endangered	no	0.330	-	0.004	0.004	0.840	-	0.002	General
38-a	Patch	-	OtP_0175	Endangered	no	0.330	-	0.005	0.005	0.644	-	0.002	General
39-a	Patch	-	OtP_0175	Endangered	no	0.320	-	0.070	0.070	0.430	-	0.024	General
4-a	Patch	-	OtP_0175	Endangered	no	0.110	-	0.041	0.041	0.826	-	0.006	General
40-a	Patch	-	OtP_0175	Endangered	no	0.230	-	0.270	0.270	0.577	-	0.073	General
5-a	Patch	-	OtP_0175	Endangered	no	0.290	-	0.002	0.002	0.670	-	0.001	General

Information provided by or on behalf of the applicant							Information calculated by NVR Map						
Zone	**Type**	**DBH (cm)**	**EVC code**	**Bioregional conservation status**	**Partial Removal**	**Condition score**	**Large Tree(s)**	**Polygon extent (ha)**	**Extent without overlap (ha)**	**SBV score**	**HI Score**	**Habitat Units**	**Offset Type**
6-a	Patch	-	OtP_0175	Endangered	no	0.090	-	0.004	0.004	0.690	-	0.000	General
7-a	Patch	-	OtP_0175	Endangered	no	0.090	-	0.007	0.007	0.670	-	0.001	General
8-a	Patch	-	OtP_0175	Endangered	no	0.090	-	0.000	0.000	0.840	-	0.000	General
9-a	Patch	-	OtP_0175	Endangered	no	0.090	-	0.000	0.000	0.797	-	0.000	General
58-t	Scattered Tree	76	OtP_0175	Endangered	no	0.200	1	0.070	0.070	0.460	-	0.015	General
60-t	Scattered Tree	45	OtP_0175	Endangered	no	0.200	-	0.031	0.031	0.266	-	0.006	General
8-t	Scattered Tree	102	OtP_0175	Endangered	no	0.200	1	0.070	0.045	0.836	-	0.012	General
9-t	Scattered Tree	72	OtP_0175	Endangered	no	0.200	1	0.070	0.044	0.840	-	0.012	General

Appendix 2: Information about impacts to rare or threatened species' habitats on site

This table identifies all rare or threatened species with mapped habitat at the site and the proportional impact associated with the proposed native vegetation removal.

Species common name	Species scientific name	Taxon ID	Conservation status	Group	Habitat impacted	Proportional impact (%)
Curly Sedge	Carex tasmanica	500650	Vulnerable	Dispersed	Habitat importance map	0.0006
Melbourne Yellow-gum	Eucalyptus leucoxylon subsp. connata	504484	Vulnerable	Dispersed	Habitat importance map	0.0004
Large-headed Fireweed	Senecio macrocarpus	503116	Endangered	Dispersed	Habitat importance map	0.0002
Salt Blown-grass	Lachnagrostis robusta	504223	Rare	Dispersed	Habitat importance map	0.0002
Lewin's Rail	Lewinia pectoralis pectoralis	10045	Vulnerable	Dispersed	Habitat importance map	0.0001
Growling Grass Frog	Litoria raniformis	13207	Endangered	Dispersed	Habitat importance map	0.0001
Leafy Twig-sedge	Cladium procerum	500786	Rare	Dispersed	Habitat importance map	0.0001
Snowy Mint-bush	Prostanthera nivea var. nivea	502746	Rare	Dispersed	Habitat importance map	0.0001
Small Scurf-pea	Cullen parvum	502773	Endangered	Dispersed	Habitat importance map	0.0001
Tough Scurf-pea	Cullen tenax	502776	Endangered	Dispersed	Habitat importance map	0.0001
Branching Groundsel	Senecio cunninghamii var. cunninghamii	503104	Rare	Dispersed	Habitat importance map	0.0001
Plump Swamp Wallaby-grass	Amphibromus pithogastrus	503624	Endangered	Dispersed	Habitat importance map	0.0001
Wavy Swamp Wallaby-grass	Amphibromus sinuatus	503625	Vulnerable	Dispersed	Habitat importance map	0.0001
Swamp Everlasting	Xerochrysum palustre	503763	Vulnerable	Dispersed	Habitat importance map	0.0001
Purple Blown-grass	Lachnagrostis punicea subsp. punicea	504206	Rare	Dispersed	Habitat importance map	0.0001

Species common name	Species scientific name	Taxon ID	Conservation status	Group	Habitat impacted	Proportional impact (%)
Purple Blown-grass	Lachnagrostis punicea subsp. filifolia	504222	Rare	Dispersed	Habitat importance map	0.0001
Brackish Plains Buttercup	Ranunculus diminutus	504314	Rare	Dispersed	Habitat importance map	0.0001
Grey Billy-buttons	Craspedia canens	504643	Endangered	Dispersed	Habitat importance map	0.0001
Pale Swamp Everlasting	Coronidium gunnianum	504655	Vulnerable	Dispersed	Habitat importance map	0.0001
Plains Yam-daisy	Microseris scapigera s.s.	504657	Vulnerable	Dispersed	Habitat importance map	0.0001
Matted Flax-lily	Dianella amoena	505084	Endangered	Dispersed	Habitat importance map	0.0001
Pale-flower Crane's-bill	Geranium sp. 3	505344	Rare	Dispersed	Habitat importance map	0.0001
Arching Flax-lily	Dianella sp. aff. longifolia (Benambra)	505560	Vulnerable	Dispersed	Habitat importance map	0.0001
Gull-billed Tern	Gelochelidon nilotica macrotarsa	10111	Endangered	Dispersed	Habitat importance map	0.0000
Brolga	Grus rubicunda	10177	Vulnerable	Dispersed	Habitat importance map	0.0000
Intermediate Egret	Ardea intermedia	10186	Endangered	Dispersed	Habitat importance map	0.0000
Eastern Great Egret	Ardea modesta	10187	Vulnerable	Dispersed	Habitat importance map	0.0000
Australian Little Bittern	Ixobrychus dubius	10195	Endangered	Dispersed	Habitat importance map	0.0000
Australasian Bittern	Botaurus poiciloptilus	10197	Endangered	Dispersed	Habitat importance map	0.0000
Australasian Shoveler	Anas rhynchotis	10212	Vulnerable	Dispersed	Habitat importance map	0.0000
Freckled Duck	Stictonetta naevosa	10214	Endangered	Dispersed	Habitat importance map	0.0000
Hardhead	Aythya australis	10215	Vulnerable	Dispersed	Habitat importance map	0.0000
Blue-billed Duck	Oxyura australis	10216	Endangered	Dispersed	Habitat importance map	0.0000

Species common name	Species scientific name	Taxon ID	Conservation status	Group	Habitat impacted	Proportional impact (%)
Musk Duck	Biziura lobata	10217	Vulnerable	Dispersed	Habitat importance map	0.0000
Grey Goshawk	Accipiter novaehollandiae novaehollandiae	10220	Vulnerable	Dispersed	Habitat importance map	0.0000
Black Falcon	Falco subniger	10238	Vulnerable	Dispersed	Habitat importance map	0.0000
Elegant Parrot	Neophema elegans	10307	Vulnerable	Dispersed	Habitat importance map	0.0000
Swift Parrot	Lathamus discolor	10309	Endangered	Dispersed	Top ranking map	0.0000
Swift Parrot	Lathamus discolor	10309	Endangered	Dispersed	Habitat importance map	0.0000
Striped Legless Lizard	Delma impar	12159	Endangered	Dispersed	Habitat importance map	0.0000
Glossy Grass Skink	Pseudemoia rawlinsoni	12683	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
Purple Diuris	Diuris punctata	501084	Vulnerable	Dispersed	Habitat importance map	0.0000
Bog Gum	Eucalyptus kitsoniana	501290	Rare	Dispersed	Habitat importance map	0.0000
Clover Glycine	Glycine latrobeana	501456	Vulnerable	Dispersed	Habitat importance map	0.0000
Creeping Rush	Juncus revolutus	501839	Rare	Dispersed	Habitat importance map	0.0000
Salt Lawrencia	Lawrencia spicata	501888	Rare	Dispersed	Habitat importance map	0.0000
Button Immortelle	Leptorhynchos waitzia	501949	Vulnerable	Dispersed	Habitat importance map	0.0000
Forked Rice-flower	Pimelea hewardiana	502522	Rare	Dispersed	Habitat importance map	0.0000
Hairy Tails	Ptilotus erubescens	502825	Vulnerable	Dispersed	Habitat importance map	0.0000

Species common name	Species scientific name	Taxon ID	Conservation status	Group	Habitat impacted	Proportional impact (%)
Button Wrinklewort	Rutidosis leptorhynchoides	502982	Endangered	Dispersed	Habitat importance map	0.0000
Coast Twin-leaf	Zygophyllum billardierei	503615	Rare	Dispersed	Habitat importance map	0.0000
Fine-hairy Spear-grass	Austrostipa puberula	503988	Rare	Dispersed	Habitat importance map	0.0000
Fragrant Leek-orchid	Prasophyllum suaveolens	504567	Endangered	Dispersed	Habitat importance map	0.0000
Basalt Podolepis	Podolepis linearifolia	504658	Endangered	Dispersed	Habitat importance map	0.0000
Spiny Rice-flower	Pimelea spinescens subsp. spinescens	504823	Endangered	Dispersed	Habitat importance map	0.0000
Clumping Golden Moths	Diuris gregaria	504887	Endangered	Dispersed	Habitat importance map	0.0000
Bellarine Yellow-gum	Eucalyptus leucoxylon subsp. bellarinensis	504891	Endangered	Dispersed	Habitat importance map	0.0000
Southern Swainson-pea	Swainsona behriana	504944	Rare	Dispersed	Habitat importance map	0.0000
Wind-blown Tussock-grass	Poa physoclina	507791	Endangered	Dispersed	Habitat importance map	0.0000
Southern Bent-wing Bat	Miniopterus schreibersii bassanii	61343	Critically endangered	Dispersed	Habitat importance map	0.0000

Habitat Group

- Highly localised habitat means there is 2,000 hectares or less mapped habitat for the species.
- Dispersed habitat means there is more than 2,000 hectares of mapped habitat for the species.

Habitat Impacted

The Species General Offset test, as described in Section 5.3.1 of the Guidelines, is used to determine if proposed native vegetation removal will result in a proportionally significant impact on the habitat value of rare or threatened species. The test is applied where the native vegetation proposed for removal:

- Intersects the Habitat Importance Map for a rare or threatened species; or
- Intersects the 'top ranking' modelled habitat for a rare or threatened species with dispersed habitat, as identified in its Top Ranking Habitat Importance Map.

Top Ranking Maps consist of the 2,000 hectares of habitat with the highest Habitat Importance Scores for each dispersed species.

The 'Habitat impacted' column identifies whether the Habitat Importance Map or its Top Ranking Map was used to determine the proportional impact for a species with dispersed habitat.

Appendix 3: Images of mapped native vegetation

1. Property in context



2. Aerial photograph showing mapped native vegetation

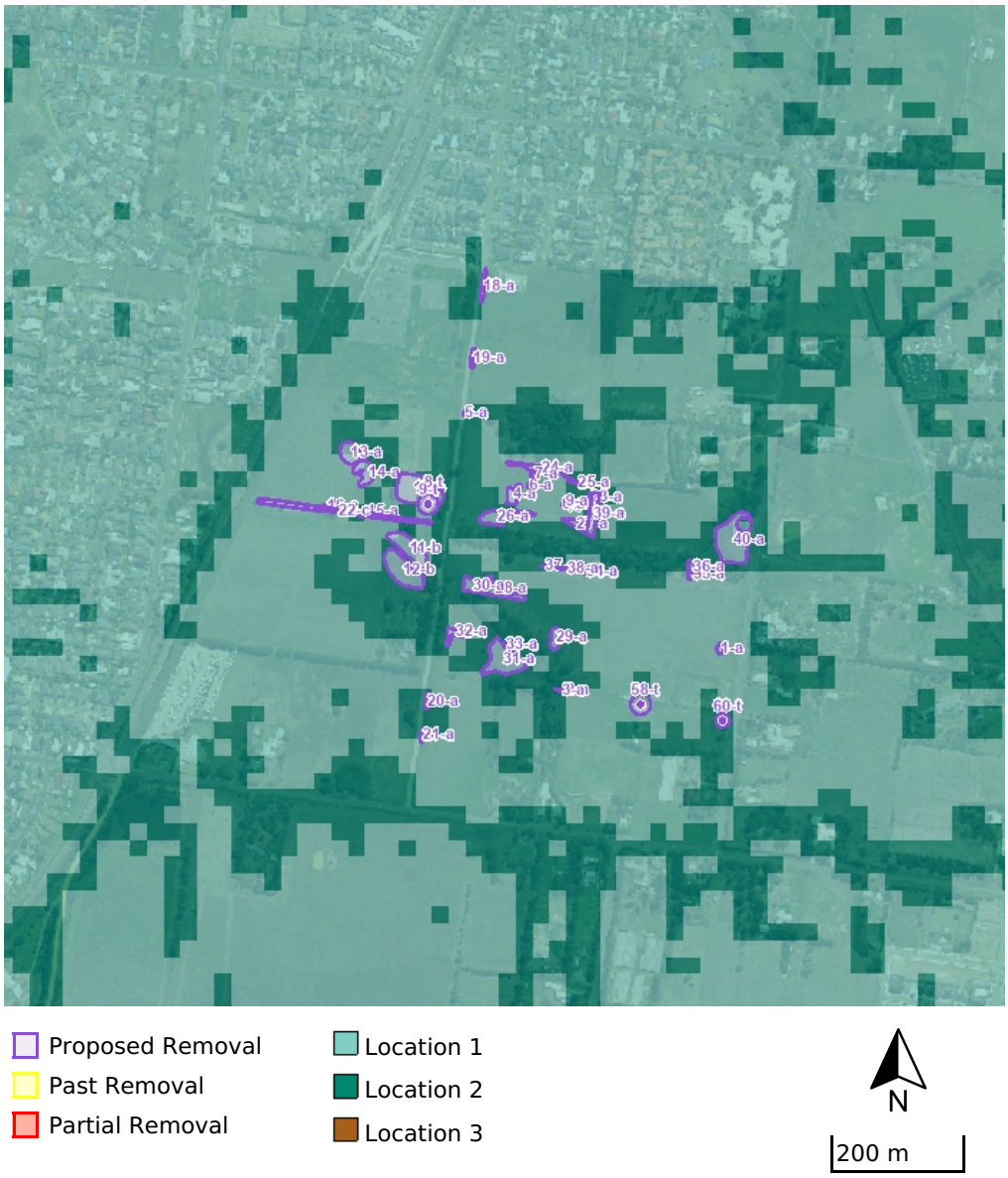


Proposed Removal
Past Removal
Partial Removal

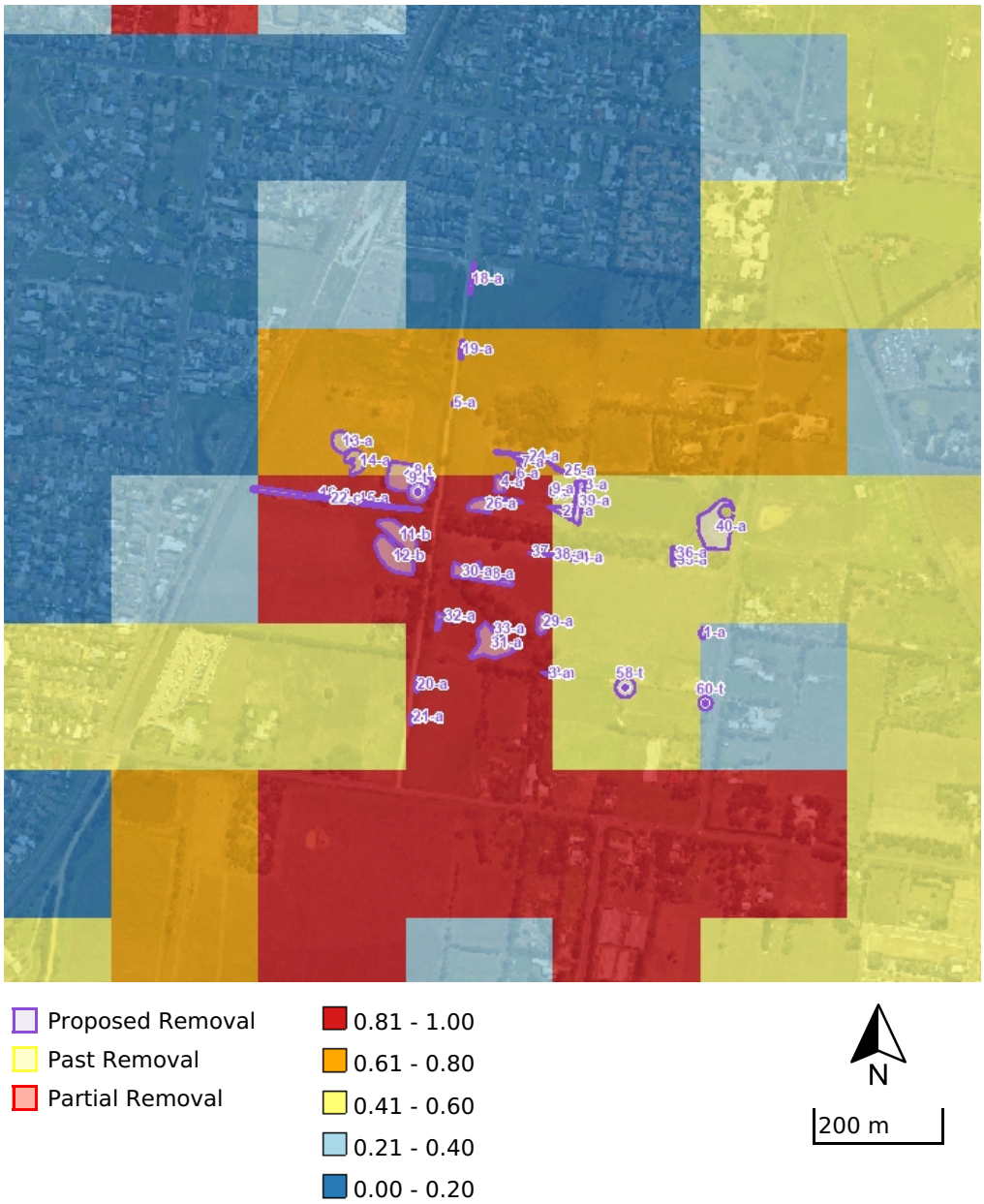
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200 m

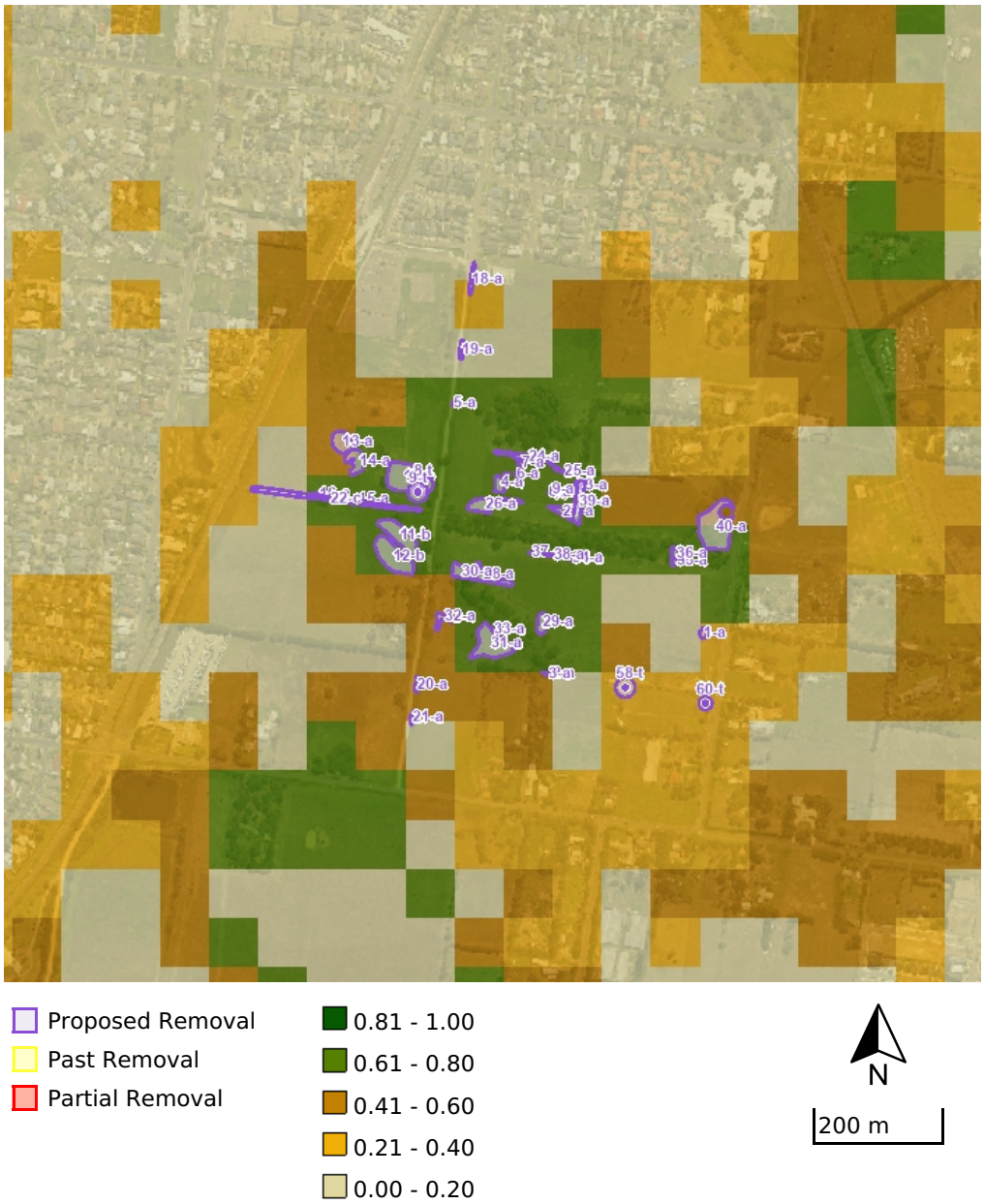
3. Location Risk Map



4. Strategic Biodiversity Value Score Map



5. Modelled Condition Score Map



6. Modelled Endangered EVCs



Proposed Removal
Past Removal
Partial Removal
Endangered 1750 Ecological Vegetation Classes

N

200 m

7. Habitat Importance maps

Not Applicable

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2.9. Amendment C457ggee - Highton Urban Design Framework Implementation - Consideration of Panel Report and Adoption of Amendment

Source: **Placemaking**
Executive Director: **Tennille Bradley**

Purpose

1. To consider the Amendment C457ggee Planning Panel Report and adopt Amendment C457ggee which affects the Highton Village Shopping Centre.

Background

2. On 22 October 2022 Council adopted the Highton Village Urban Design Framework (UDF) with changes and resolved to prepare and exhibit Amendment C457ggee to the Greater Geelong Planning Scheme. The amendment implements the key planning elements of the UDF.

3. The amendment applies to land within the Highton Village Shopping Centre including the Council car parks at 1A Taylor Court and 19 Belle Vue Avenue.

4. The amendment rezones Council car parks and roads to the Commercial 1 Zone and applies a new Design and Development Overlay Schedule 52 (DDO52) to the commercial areas of the Highton Village.

5. Public exhibition of the amendment occurred in November-December 2024. Council received 28 submissions. Of these, 27 submissions objected or requested changes to the amendment and one was supportive.

6. On 25 February 2025 Council considered the submissions and resolved to make changes to the amendment, including to reduce the height of development to 9 metres/ 2 storeys across the Village Centre. Council also resolved to refer all submissions to an Independent Panel appointed by the Minister for Planning.

7. A Panel Hearing was held for one day on 6th May 2025.

Key Matters

8. Key issues raised in the submissions included: development height; Highton Village character; Council car parks zoning; traffic; affordable housing policy; exhibition timing; car parking/roads/intersections treatments; potential development sites; and impact on public facilities.

9. Most submissions opposed the preferred building heights of four storeys proposed in the DDO52 and the rezoning of land to the C1Z among other issues. In response to submissions Council proposed in its Panel Day 1 version of the Amendment documents to reduce the preferred building height to 2 storeys and to remove the Highton UDF as a reference document.

10. In the Panel's view, the changes made by Council addressed the key issues that could be considered as part of the amendment. The Panel commented that several issues

raised in the submissions, such as car parking and intersection treatments, were beyond the scope of the amendment.

11. The Panel Report was subsequently received on 29 May 2025. Under the *Planning and Environment Act 1987* the Council as the Planning Authority must consider the Panel's report before deciding whether to adopt the amendment.

12. The Panel supported all post exhibition changes submitted by Council and recommended minor changes to the affordable housing local planning policy.

13. The Panel supported the proposed Commercial 1 Zone finding the zone is appropriate and more in line with the activities of the Highton Village.

14. The Panel found the amendment to be strategically justified and recommends the amendment be adopted subject to the changes listed in the Panel Report Executive Summary, which can be viewed at **Attachment 1** to this report. **Attachment 3** includes the key points the Panel considered and a Council response.

15. It is recommended that the amendment be adopted in the form shown in **Attachment 2** and submitted to the Minister for Planning requesting approval.

Recommendation

That Council:

1. **Adopts Amendment C457ggee – Highton Village Urban Design Framework – in the form shown in Attachment 2 of this report; and**

2. **Submits the adopted Amendment and prescribed information to the Minister for Panning requesting approval.**

Financial Sustainability

16. There are no financial implications associated with the Amendment.

Community Engagement

17. Amendment C457ggee was exhibited in accordance with the requirements of the Planning and Environment Act 1987.

18. All submitters had the opportunity to be heard by the Independent Panel. The Panel considered all submissions referred to it, regardless of whether the submitters appeared at the hearing.

19. The City has advised submitters of the release of the Panel Report.

Social Equity and Sustainability

20. The amendment provides for increased housing diversity in proximity to local shopping and community facilities, and within an Increased Housing Diversity Area.

21. Local policy encourages affordable and social housing contributions in activity centres and is consistent with the City's Social Housing Plan 2020-2042 and accords with State Government policy.

22. The amendment provides direction to the local community about the future development parameters of the centre for which currently none exist. Implementing the DDO52 will ensure that excellent design and built form outcomes are to be achieved in any new development of the centre.

23. Improvements to the public realm of the Highton Village Shopping Centre through encouraging active frontages and improving pedestrian and cycling amenities will also lead to positive social effects and outcomes for customers, staff, and the wider community.

Relevant Law/Policy/Legal Implications

24. The Highton UDF provides an appropriate strategic justification for the Amendment by addressing the key policy objectives in the relevant provisions of the Greater Geelong Planning Scheme including Clauses 02, 11 and 16.

25. Council added that the preparation of the Highton UDF was driven by the need to undertake a refresh of Highton Village public infrastructure. In addition, the Highton UDF was to identify where additional floorspace could be delivered to support Council's Settlement Strategy 2020 and planning policy both of which seek to facilitate infill development and, by allowing for a modest increased housing opportunities in an activity centre, increase housing supply.

26. 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 review and nomination of possible 'Key Development Areas'.

27. Victoria's Housing Statement 2024-2034 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

28. This report aligns with Our Council Plan 2025-2029 strategic priority:
Core and Critical Infrastructure
Economic Development

29. 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

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

Risk Assessment

31. Council's Retail Strategy has identified demand for increased gross floor area in Highton Village, however, there is currently limited supply. Without new development the activity centre may not meet the needs of the community.

32. The proposed two storey/nine metre preferred maximum building height for development in Belle Vue Avenue will be lower than the eleven metre development height in the residential parts of the Highton Increased Housing Diversity Area. There is a risk that this may not be supported through the Ministerial amendment approval process.

Environmental Sustainability

33. The amendment is expected to have a positive impact on the environment by ensuring that new development is responsive to the local context and providing built form controls that will guide new and infill development.

34. The DDO52 includes requirements to encourage Environmentally Sustainable Design (ESD) in the architecture and design of buildings and to improve pedestrian and cyclist safety and amenity through building design. These will have important environmental benefits for the Highton community.

Attachments

1. Attachment 1 - Planning Panel Report Executive Summary Amendment C457ggee [**2.9.1** - 2 pages]
2. Attachment 2 - Amendment C457ggee Amendment to be Adopted [**2.9.2** - 36 pages]
3. Attachment 3 - Key Issues addressed by the Planning Panel Amendment C457ggee [**2.9.3** - 4 pages]

Attachment 1

Planning Panel Report Executive Summary

Executive summary

Greater Geelong Planning Scheme Amendment C457ggee (the Amendment) seeks to implement some of the recommendations of the *Highton Village Urban Design Framework January 2024* (Highton UDF).

Key issues raised in submissions included:

- the height of development
- changes to the character of Highton Village
- the rezoning of Council car parks to Commercial 1 Zone (C1Z),
- traffic impacts
- the affordable housing local policy
- the timing of the Amendment exhibition
- car parking, roads and intersections treatments
- the potential development sites
- the impact on public facilities.

The Amendment is focused on the Highton Village by:

- introducing a local policy to encourage the provision of affordable housing
- introducing the Design and Development Overlay Schedule 52 (DDO52) to the entire centre
- consolidating the C1Z by rezoning General Residential Zone 4 (GRZ4) and within the centre.

A number of submissions opposed the preferred building heights of four storeys proposed in the DDO52 and the rezoning of land to the C1Z among other issues. In response to submissions Council proposed in its Day 1 version of the Amendment documents to reduce the preferred building height to two stories and to remove the Highton UDF as a reference document.

In the Panel's view, these changes address the main issues that could be considered as part of the Amendment. However, a number of issues raised in submissions, such as car parking and intersection treatments, were beyond the scope of the Amendment.

The opposition to the rezoning to a C1Z remained unresolved. The Panel concluded these matters would be considered as part of a development application and the rezoning of the land to C1Z was more in line with the activities of the Highton Village.

For these reasons the Panel accepted Council's submissions and recommended adoption of the Amendment with the post exhibition changes proposed by Council.

The proposed changes to Clause 16.01, provisions of Design and Development Overlay Schedule 52, and application of the Commercial 1 Zone are appropriate.

Some matters raised in submissions are beyond the scope of the Amendment.

Recommendations

Based on the reasons set out in this report, the Panel recommends that Council:

1. **Adopt the exhibited Greater Geelong Planning Scheme Amendment C457ggee with the following changes:**
   a) **Revise Clause 16.01 as shown in the Panel recommended version in Appendix E.**

b) Revise Design and Development Overlay Schedule 52 as shown in the Panel recommended version in Appendix F.
c) Delete the reference to the Highton Village Urban Design Framework in the Schedule to Clause 72.08 Background Documents.

Attachment 2

Amendment to be Adopted

Planning and Environment Act 1987

Greater Geelong Planning Scheme

Amendment C457ggee

Instruction Sheet

The planning authority for this amendment is the City of Greater Geelong.

The Greater Geelong Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 2 attached map sheets.

Zoning Maps

1. Amend Planning Scheme Map No.52ZN in the manner shown on the one attached map marked “Greater Geelong Planning Scheme, Amendment C457ggee”.

Overlay Maps

2. Amend Planning Scheme Map No.52DDO in the manner shown on the one attached map marked “Greater Geelong Planning Scheme, Amendment C457ggee”.

Planning Scheme Ordinance

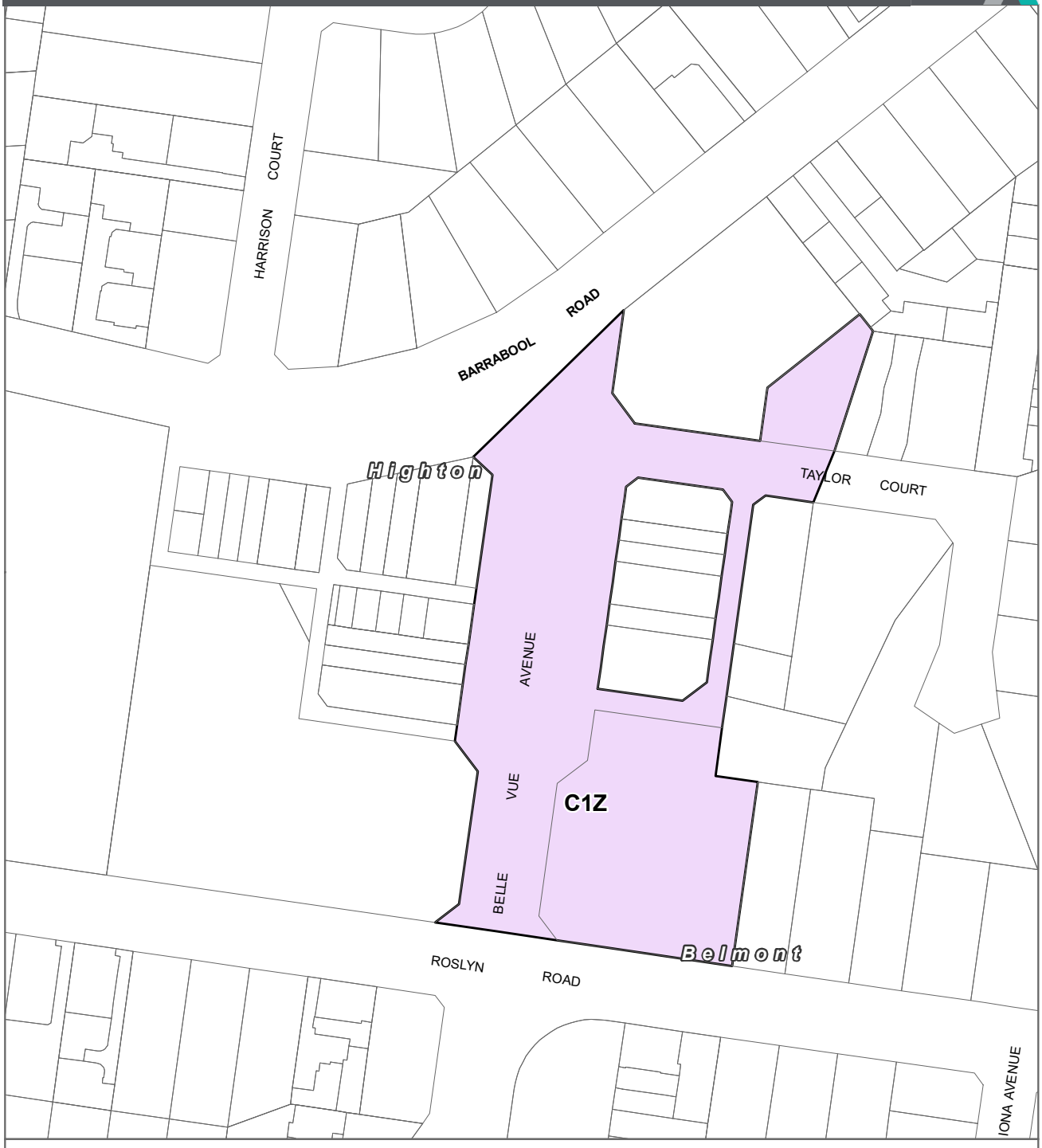
The Planning Scheme Ordinance is amended as follows:

3. In **Planning Policy Framework**- replace Clause 16.01 with a new Clause 16.01 in the form of the attached document.

4. In **Overlays** – Clause 43.02, insert a new Schedule 52 in the form of the attached document.

End of document

GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C457ggee



LEGEND

C1Z - Commercial 1 Zone

Local Government Area



Part of Planning Scheme Map 52

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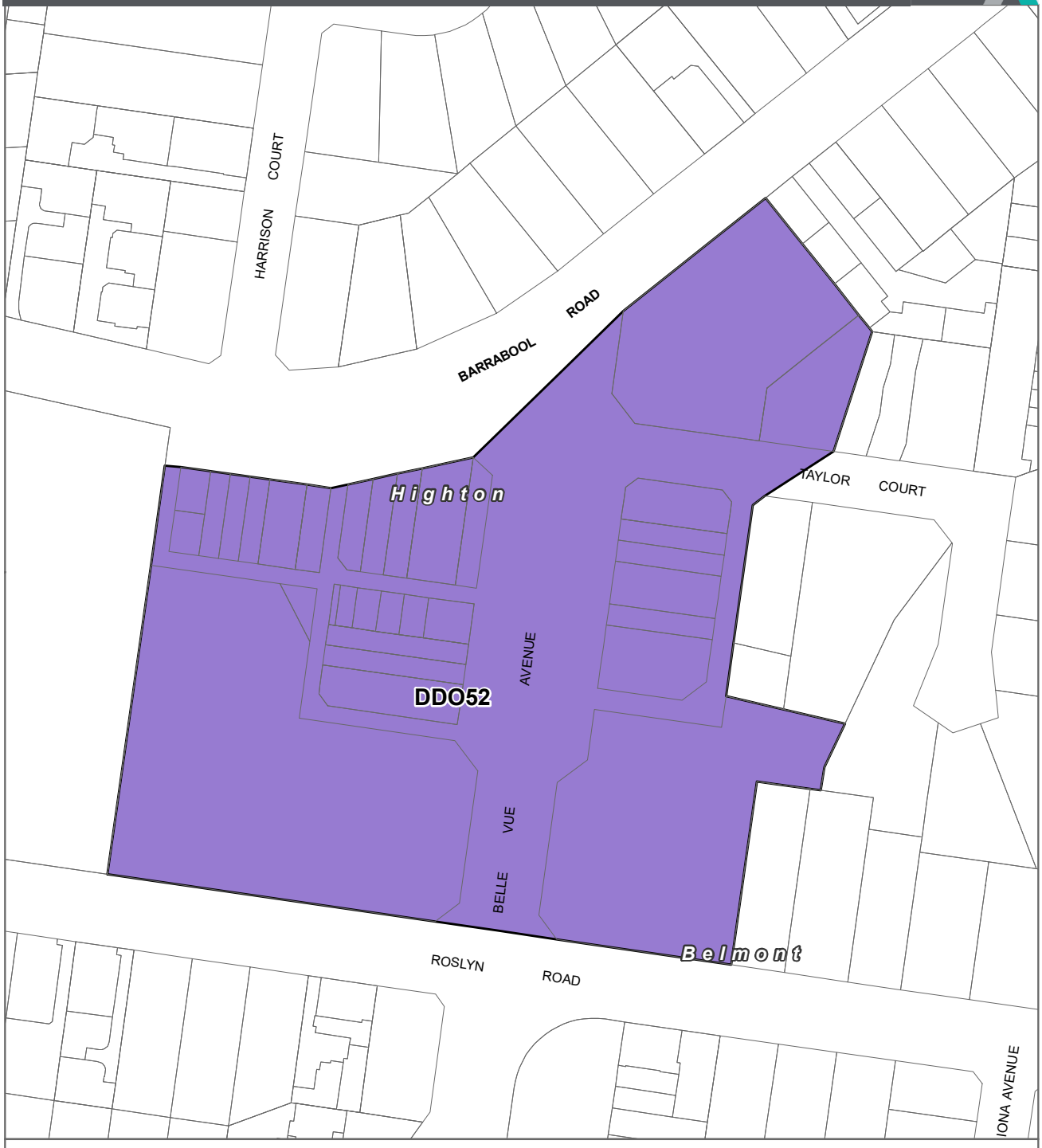
Planning Group
Print Date: 26/06/2024
Amendment Version: 1

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GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C457ggee



LEGEND

DDO52 - Design and Development Overlay - Schedule 52

Local Government Area



Part of Planning Scheme Map 52DDO

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VICTORIA State Government
Department of Transport and Planning

002

16.01 RESIDENTIAL DEVELOPMENT

31/07/2018
VC148

16.01-1S Housing supply

20/12/2021
VC174

Objective

To facilitate well-located, integrated and diverse housing that meets community needs.

Strategies

Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.

Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.

Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.

Identify opportunities for increased residential densities to help consolidate urban areas.

Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.

Encourage the development of well-designed housing that:

- Provides a high level of internal and external amenity.
- Incorporates universal design and adaptable internal dwelling design.

Support opportunities for a range of income groups to choose housing in well-serviced locations.

Plan for growth areas to provide for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.

Policy documents

Consider as relevant:

- *Homes for Victorians - Affordability, Access and Choice* (Victorian Government, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)

16.01-1R Infill housing - Geelong G21

09/10/2020
VC169

Strategy

Facilitate infill development in Central Geelong and West Fyans and around activity areas within urban Geelong and district towns.

16.01-1L-01 Integrated housing and housing diversity

29/06/2023
C434ggee

Strategies

Accommodate medium and high density housing in Key Development Areas as identified by the Key Development Area maps in this clause.

Locate retirement accommodation in urban areas, preferably close to existing or proposed activity centres and public transport facilities.

Support social housing in areas with good access to services and facilities.

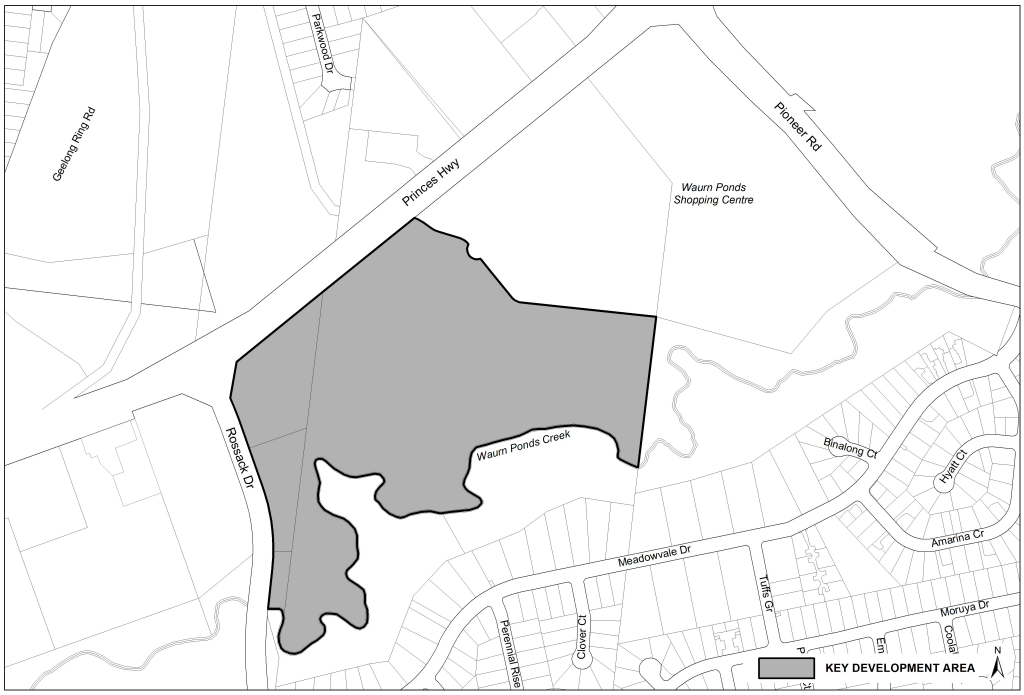
Increase housing diversity in growth areas through the delivery of a broad range of lot sizes, capable of accommodating a variety of different housing types, including mixed use and high and medium density housing in strategically identified locations.

Central Geelong Key Development Area Map



GREATER GEELONG PLANNING SCHEME

Waurn Ponds Key Development Area Map



West Fyans Key Development Area Map



GREATER GEELONG PLANNING SCHEME

Geelong Saleyards Key Development Area Map



16.01-1L-02 Increased housing diversity areas

13/03/2025
C397ggee

Policy application

This policy applies to residential land located in Barwon Heads, Bell Park - Separation Street, Bell Post Shopping Centre, Bellarine Village and Newcomb Central, Belmont - High Street, Corio Village Shopping Centre, Drysdale, East Geelong - Ormond Road, Geelong West Manifold Heights and Newtown, Hamlyn Heights - Vines Road, Highton Shopping Centre, Lara and Lara Station, Leopold, Marshall Station, North Geelong Station, Ocean Grove, Ocean Grove Market Place, Portarlington, South Geelong Station, St Leonards and Waurn Ponds as identified in the Increased Housing Diversity Areas maps in this clause.

Objectives

To evolve the character of Increased Housing Diversity Areas (IHDA) through more intensive development.

To support development that makes a positive architectural and urban design contribution to the IHDA.

To maintain streetscape character in heritage areas.

To promote pedestrian safety within the IHDA.

General strategies

Maximise opportunities for housing in IHDA by accommodating:

- High density housing in the activity centres consistent with their primary commercial and retail role.
- Medium density housing in residential areas with more intensive development being located closest to the core of activity centres.

Encourage a diversity of housing types to cater to a variety of lifestyle needs.

Encourage development to provide a high level of on-site amenity for future residents.

Built form strategies

Encourage development that incorporates a combination of horizontal and vertical articulation, materials, textures and colours to create visual interest.

Encourage a sympathetic design response when addressing any unique characteristics such as heritage places, significant vegetation, topography and public spaces.

Discourage storage areas located within the minimum area of secluded open space.

Support development that does not reduce opportunities for neighbouring sites to reasonably develop.

Building height strategies

Design development to recess upper levels to reduce dominance of the building from adjoining properties and the streetscape.

Design development on interface properties, between an IHDA and other residential areas, so that the height and bulk is responsive to the adjoining character and provides a transition in the built form between areas.

Building height policy guidelines

Consider as relevant:

- Encouraging development of up to three stories. Three storey development should be located on larger sites abutting the activity centre or where the amenity of adjoining properties will not be unreasonably impacted.
- Encouraging the recessing of third storeys to reduce dominance of the building from adjoining properties and the streetscape.

Subdivision and consolidation strategies

Encourage the consolidation of lots to increase development potential.

Discourage the fragmentation of sites and underdevelopment of sites.

Car parking strategies

Locate car parking structures behind the line of the front façade and design them to form a visually unobtrusive part of the building to minimise their visual prominence.

Minimise the number of vehicle crossings and where possible, provide access from lower order roads and rear laneways.

Car parking policy guideline

Consider as relevant:

- Where more than one car space is provided, encouraging the use of a single-width garage or carport and a tandem parking space on existing or proposed lots with a frontage of less than 10.5 metres.

Heritage strategies

Design development adjacent to heritage places to respect and be sympathetic to the significance of the place.

On sites adjacent to a heritage place, set back building elements above one storey in height behind the roof ridgeline of the heritage buildings.

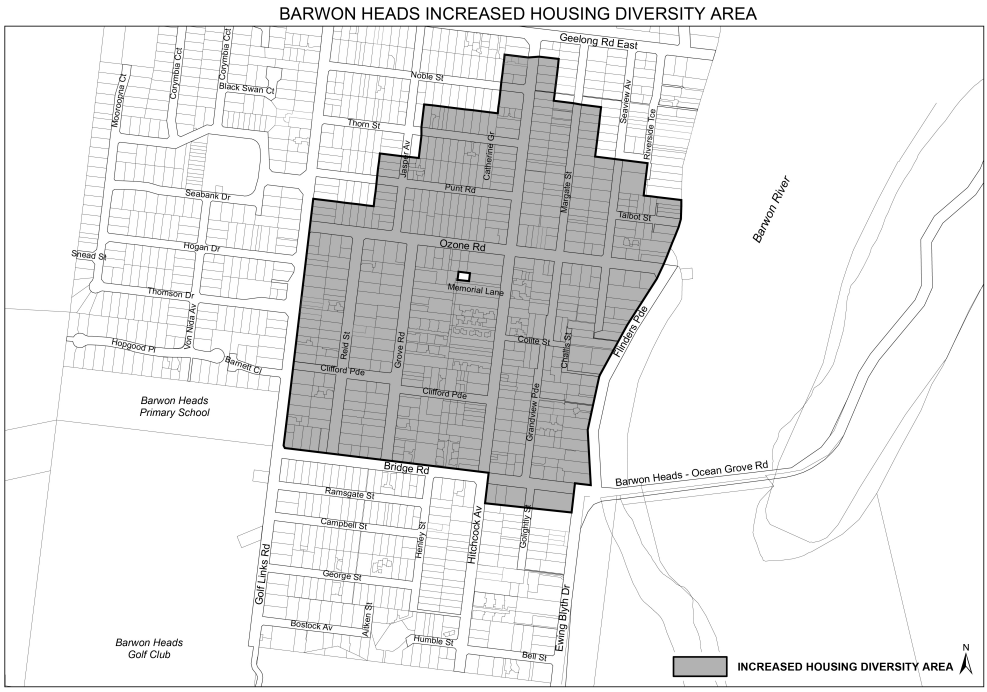
Policy document

Consider as relevant:

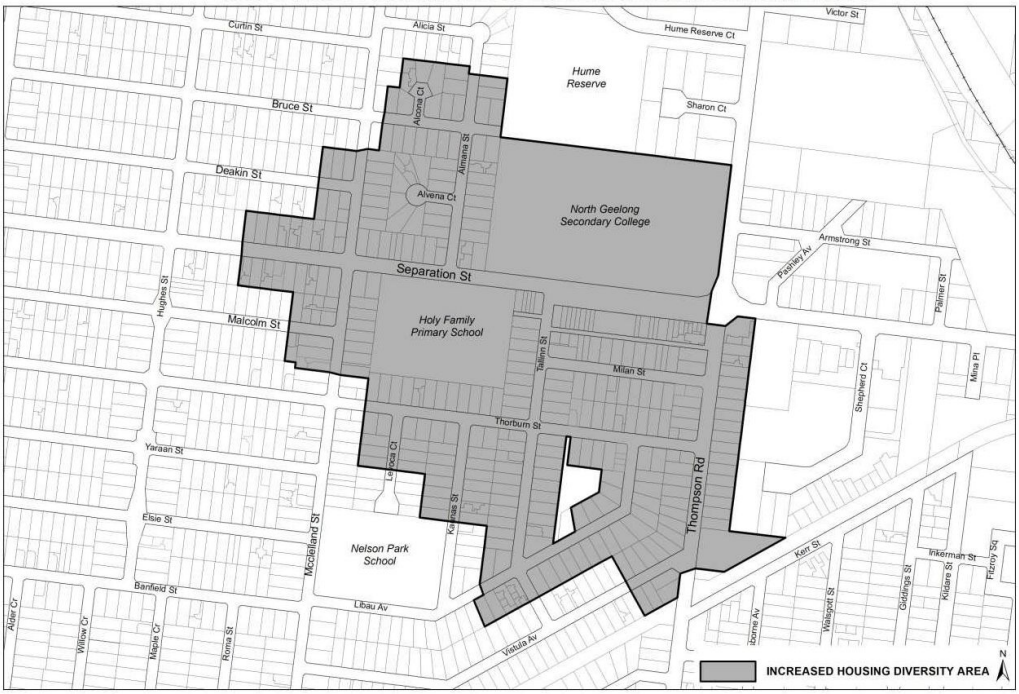
- *City of Greater Geelong Housing Diversity Strategy* (alphaPlan, David Lock Associates and the City of Greater Geelong, 2007)

GREATER GEELONG PLANNING SCHEME

Barwon Heads Increased Housing Diversity Areas Map

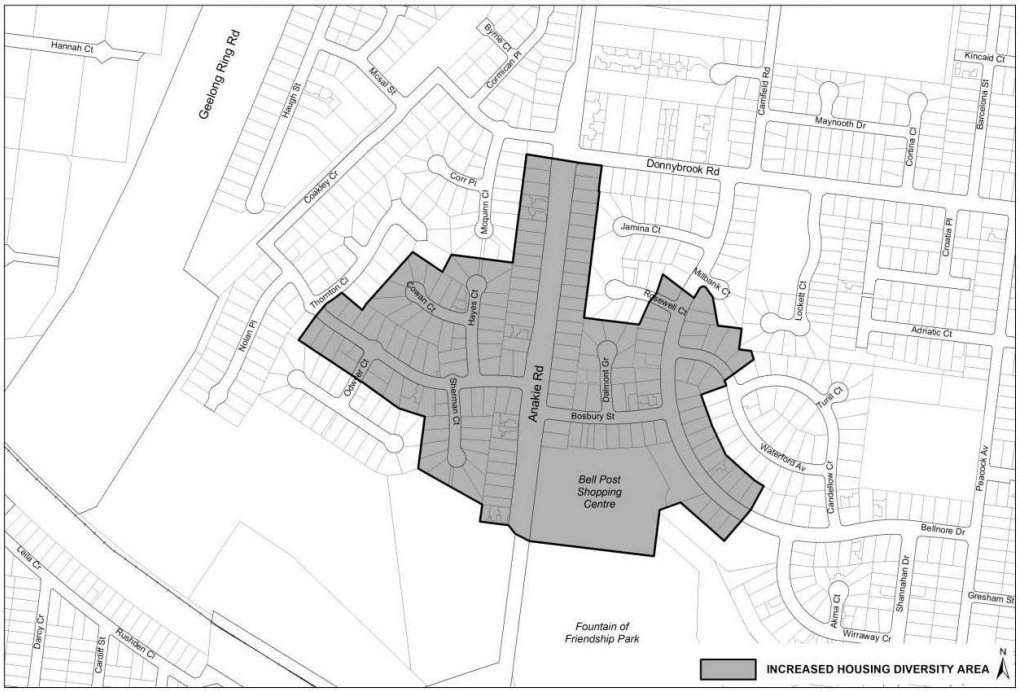


Bell Park - Separation Street Increased Housing Diversity Areas Map

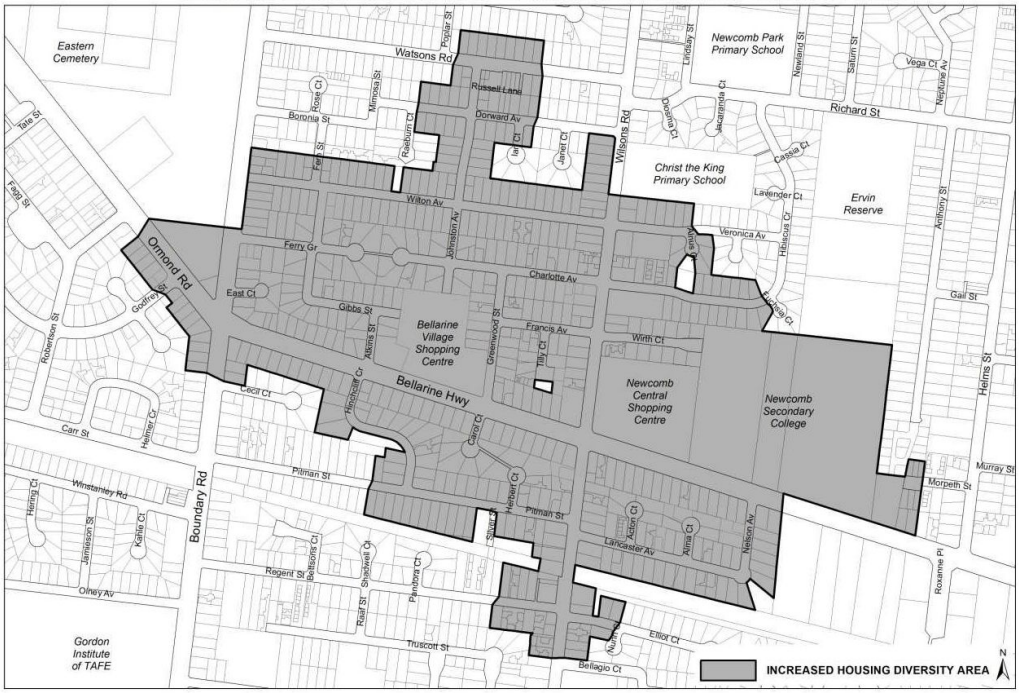


GREATER GEELONG PLANNING SCHEME

Bell Post Shopping Centre Increased Housing Diversity Areas Map



Bellarine Village and Newcomb Central Increased Housing Diversity Areas Map

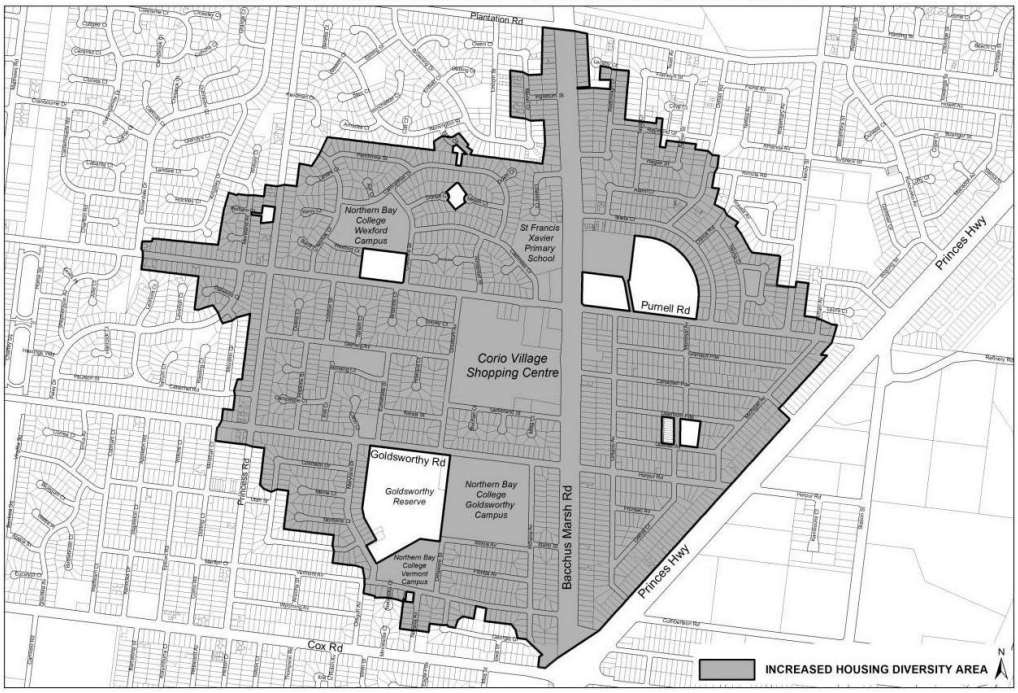


GREATER GEELONG PLANNING SCHEME

Belmont - High Street Increased Housing Diversity Areas Map

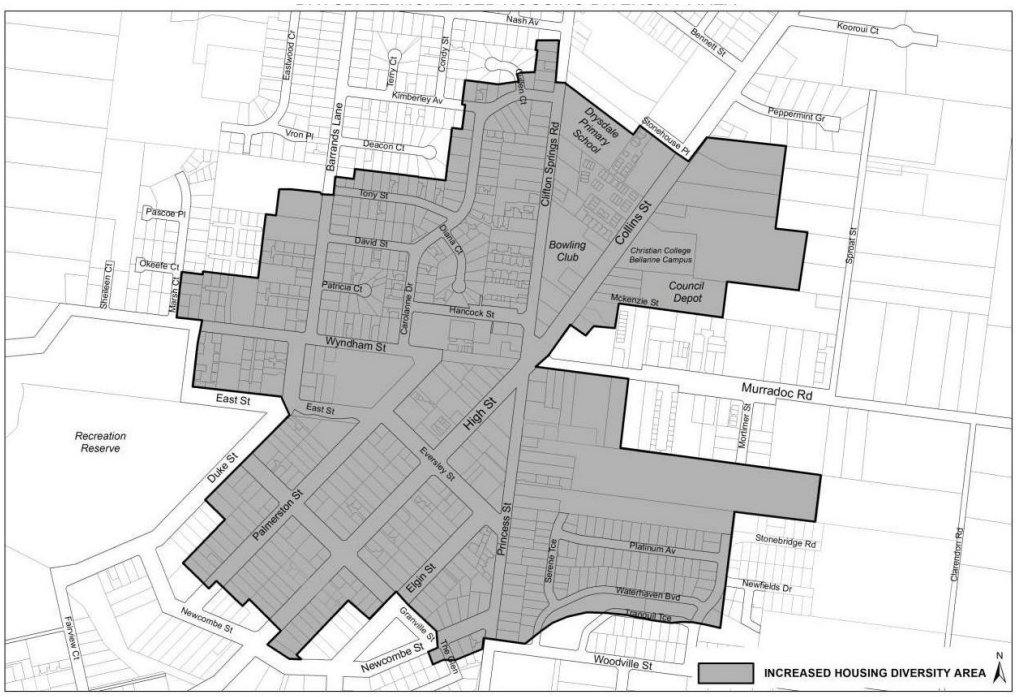


Corio Village Shopping Centre Increased Housing Diversity Areas Map

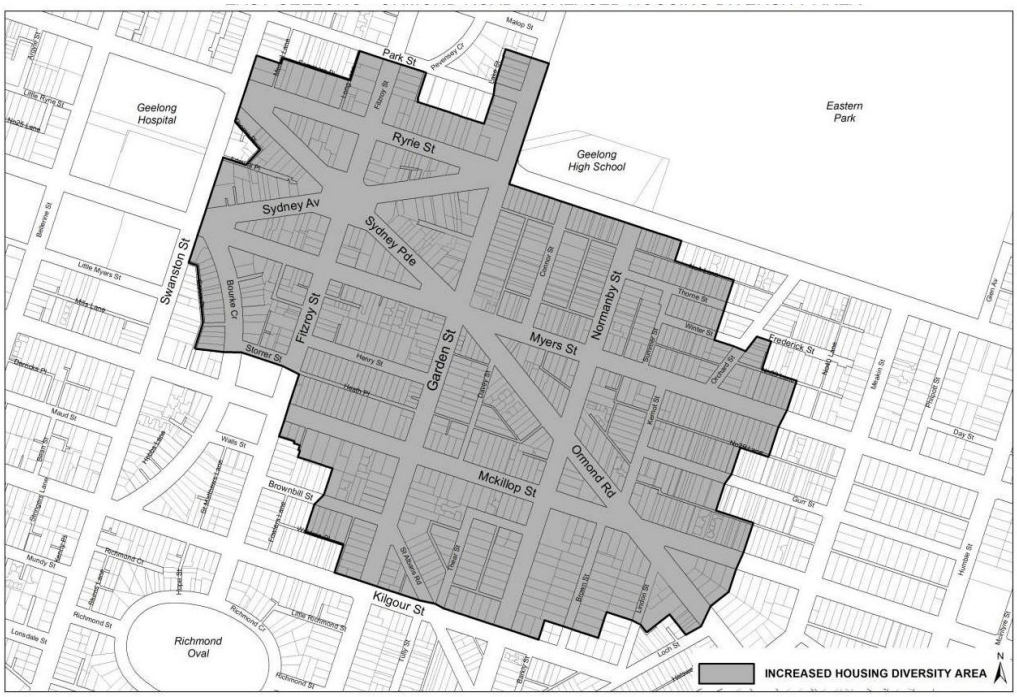


GREATER GEELONG PLANNING SCHEME

Drysdale Increased Housing Diversity Areas Map



East Geelong - Ormond Road Increased Housing Diversity Areas Map



GREATER GEELONG PLANNING SCHEME

Geelong West, Manifold Heights & Newtown Increased Housing Diversity Areas Map

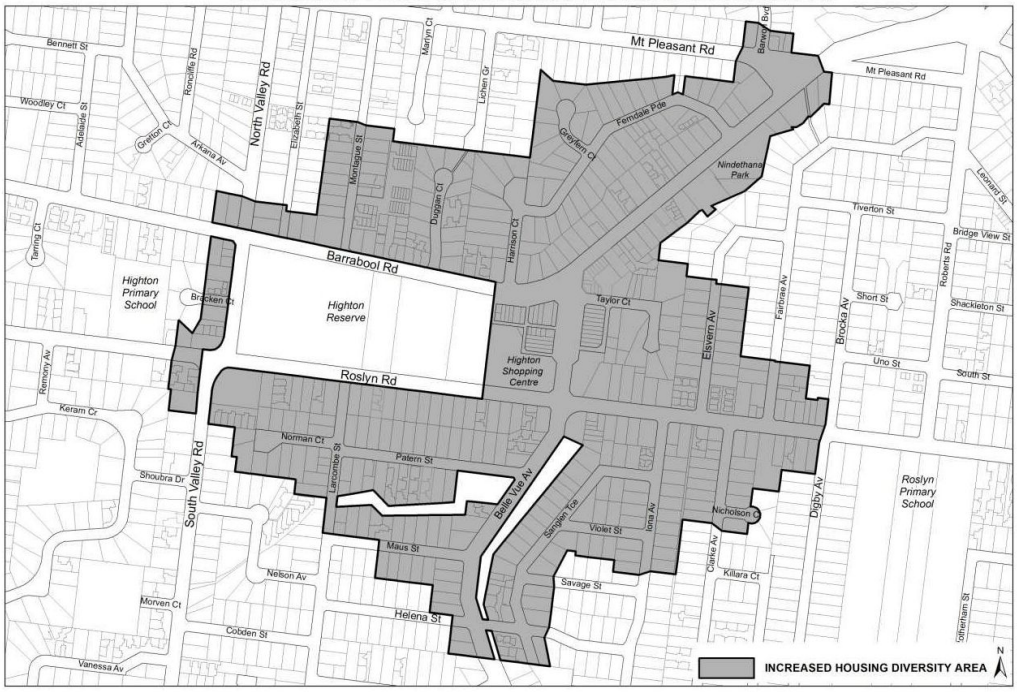


Hamlyn Heights - Vines Road Increased Housing Diversity Areas Map

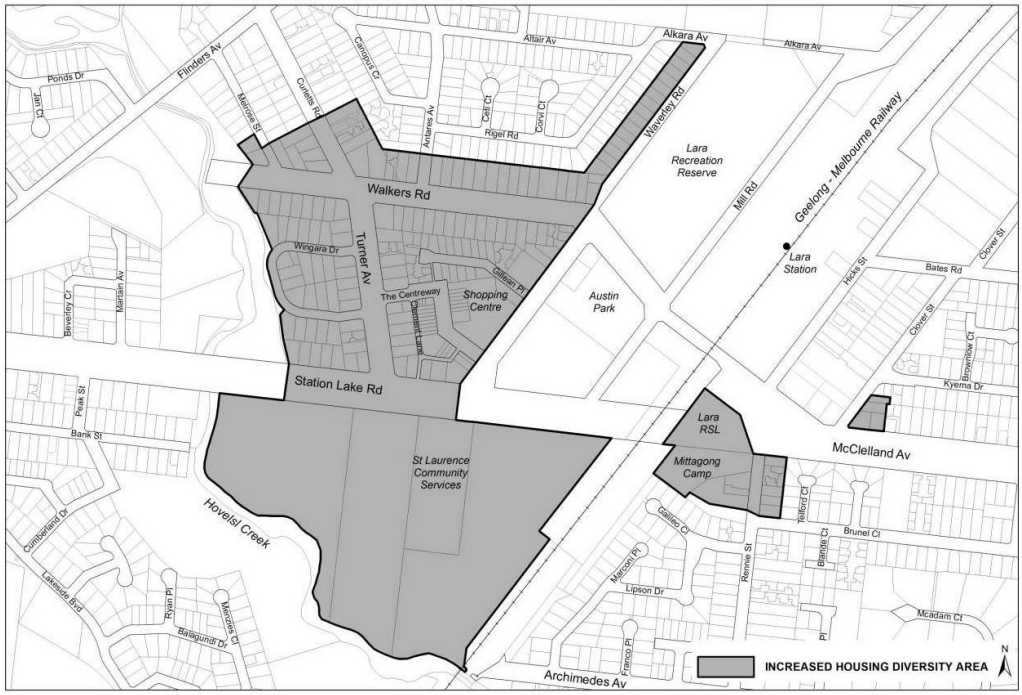


GREATER GEELONG PLANNING SCHEME

Highton Shopping Centre Increased Housing Diversity Areas Map



Lara and Lara Station Increased Housing Diversity Areas Map



GREATER GEELONG PLANNING SCHEME

Leopold Increased Housing Diversity Areas Map

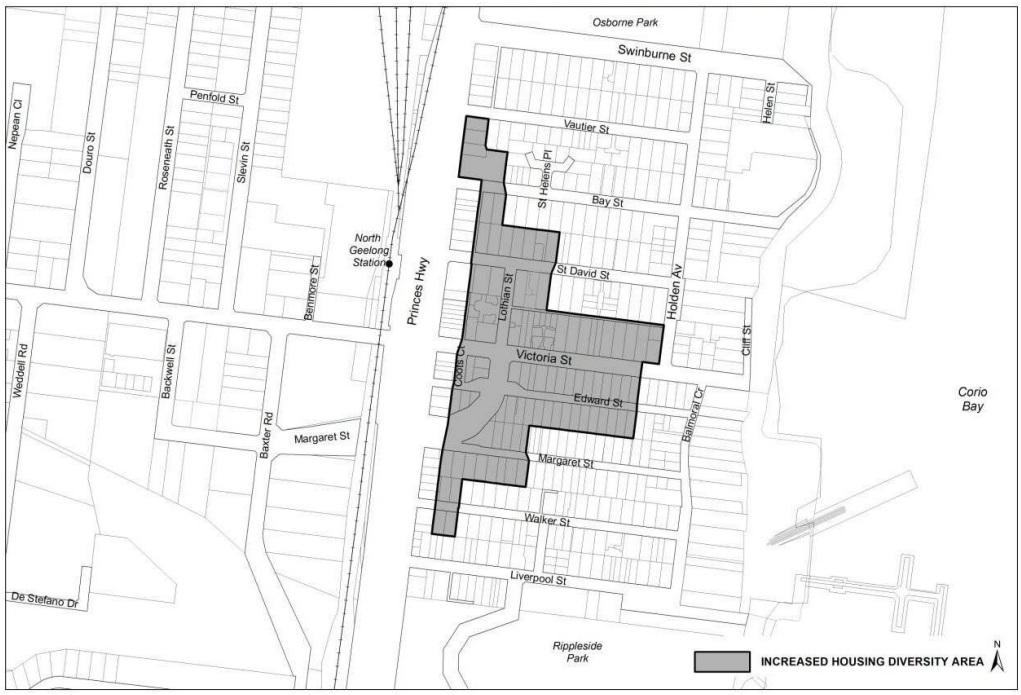


Marshall Station Increased Housing Diversity Areas Map



GREATER GEELONG PLANNING SCHEME

North Geelong Station Increased Housing Diversity Areas Map

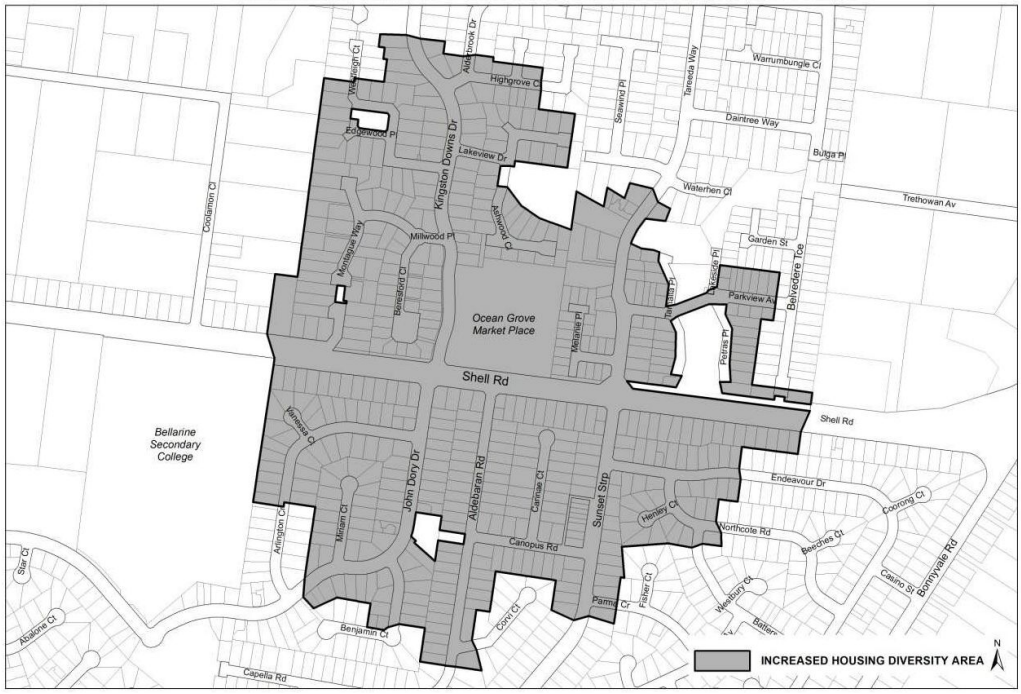


Ocean Grove Increased Housing Diversity Areas Map

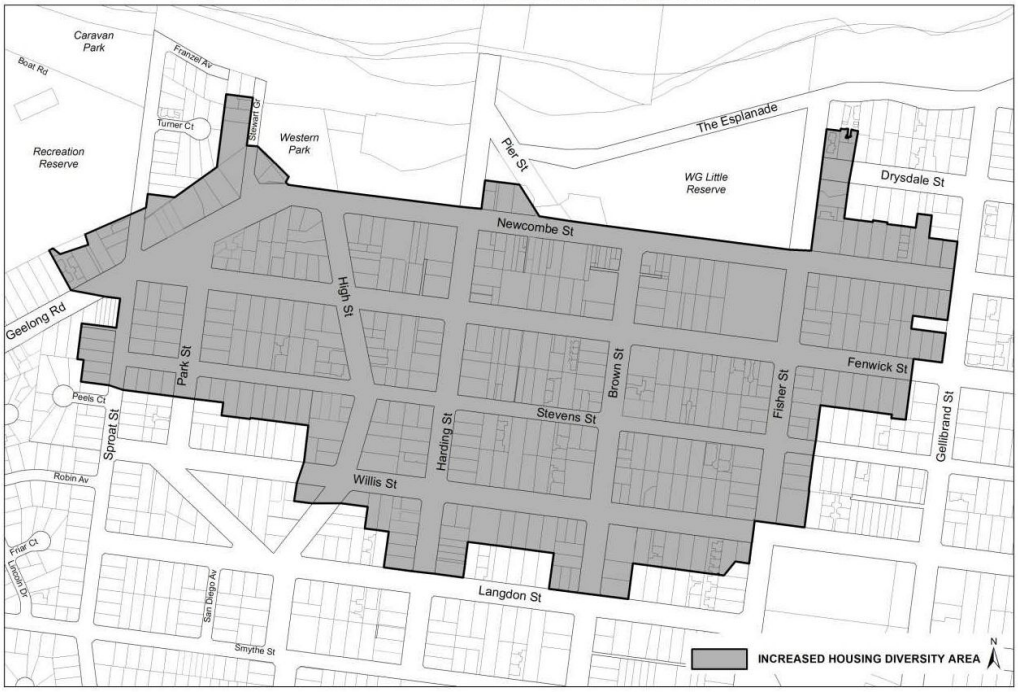


GREATER GEELONG PLANNING SCHEME

Ocean Grove Market Place Increased Housing Diversity Areas Map

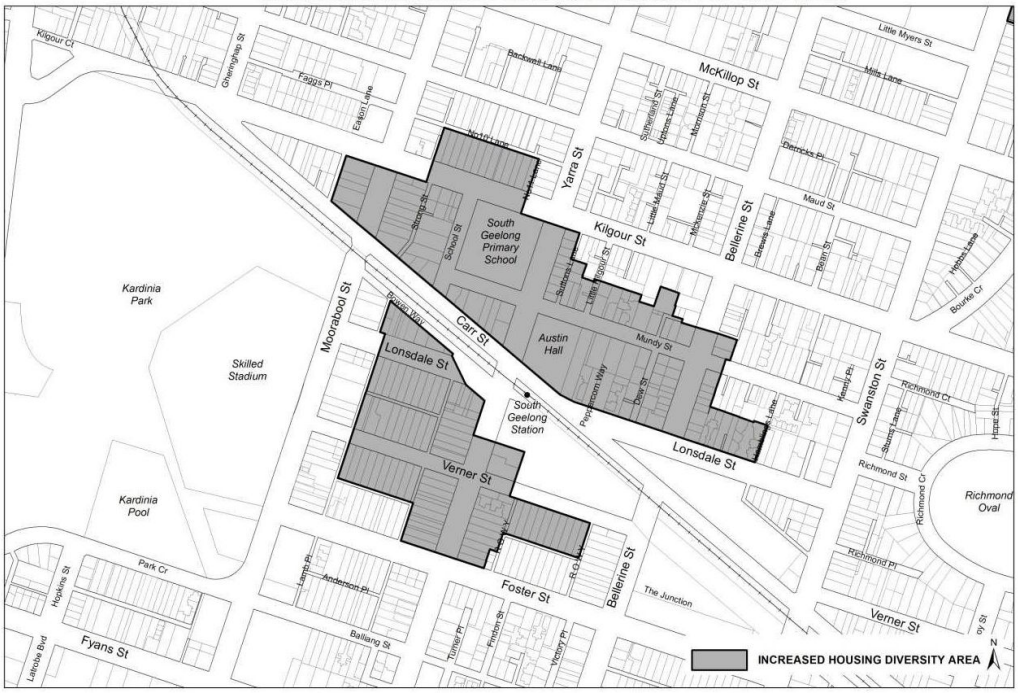


Portarlington Increased Housing Diversity Areas Map



GREATER GEELONG PLANNING SCHEME

South Geelong Station Increased Housing Diversity Areas Map

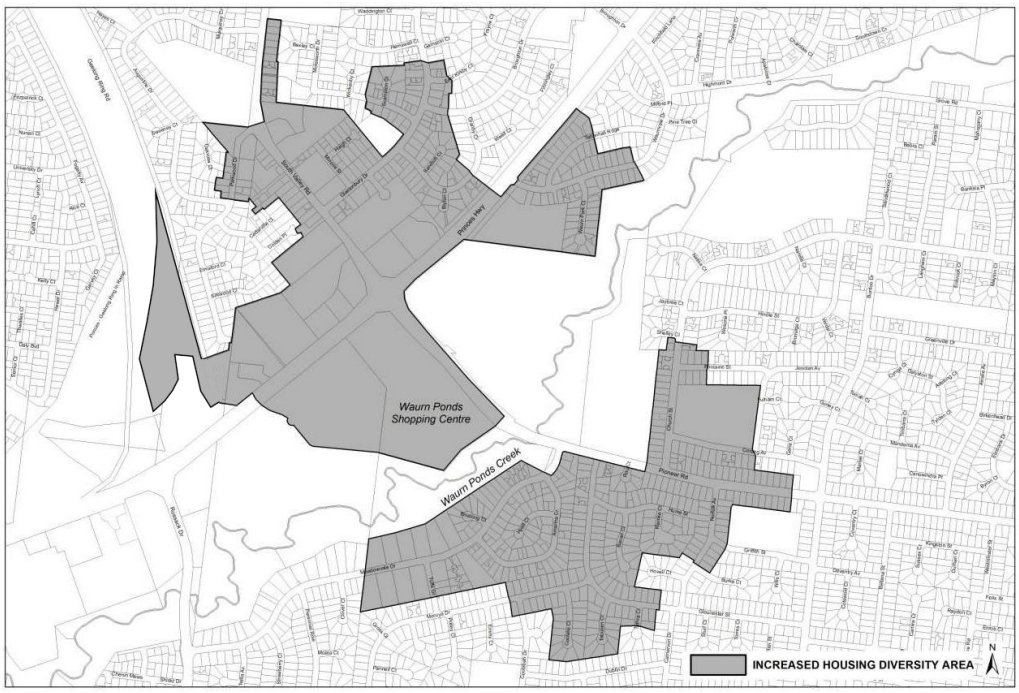


St Leonards Increased Housing Diversity Areas Map



GREATER GEELONG PLANNING SCHEME

Waurn Ponds Increased Housing Diversity Areas Map



16.01-1L-03 Increased housing diversity in coastal areas

07/07/2022
C417ggee

Policy application

This policy applies to residential land located in Barwon Heads, Ocean Grove, Ocean Grove Market Place, Portarlington and St Leonards Increased Housing Diversity Areas as identified in the maps at Clause 16.01-1L-02 Increased housing diversity areas.

Strategies

Encourage innovative architecture that respects the coastal setting by incorporating:

- A variety of lightweight materials.
- Building elements and details that contribute to a lightness of structure (including balconies, verandahs, extensive glazing, light transparent balustrading).
- Simple detailing.
- Higher building elements to capture views.

Retain the openness of the streetscape by avoiding the use of front fences or by providing low permeable front fences.

Encourage landscaping to be incorporated into the overall development including planting of a canopy tree and/or large shrubs within front setbacks.

Policy document

Consider as relevant:

- *City of Greater Geelong Housing Diversity Strategy* (alphaPlan, David Lock Associates and the City of Greater Geelong, 2007)

16.01-2S Housing affordability

09/10/2020
VC169

Objective

To deliver more affordable housing closer to jobs, transport and services.

Strategies

Improve housing affordability by:

- Ensuring land supply continues to be sufficient to meet demand.
- Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.
- Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.
- Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.

Increase the supply of well-located affordable housing by:

- Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.
- Ensuring the redevelopment and renewal of public housing stock better meets community needs.

Facilitate the delivery of social housing by identifying surplus government land suitable for housing.

Policy documents

Consider as relevant:

- *Homes for Victorians - Affordability, Access and Choice* (Victorian Government, 2017)

16.01-2L Affordable Housing

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Proposed C457ggee

Policy Application

This policy applies to a residential development within the Commercial 1 Zone land in the Highton Shopping Centre Increased Housing Diversity Area as identified in the map at Clause 16.01-1L-02 Increased housing diversity areas.

Strategy

Encourage affordable housing contributions through agreements with landowners under Section 173 of the *Planning and Environment Act 1987* for mixed use and residential development.

Policy guidelines

Consider as relevant:

- Providing at least 5 percent of dwellings as an affordable housing contribution that meets the following requirements:
  - be delivered within the land to which the planning permit application applies.
  - be functionally and physically indistinguishable from other dwellings within the development.
  - be distributed across the development.
  - provide a mix of housing types, including social housing to respond to local housing needs.
  - include access to all common facilities within the building at no extra fee for occupants of affordable housing dwellings; and
  - allocate one or more bicycle parking space per dwelling for the life of the affordable housing.
- Encouraging the affordable housing contribution to be provided:
  - as a transfer of dwellings to a Registered Housing Association under the *Housing Act 1983* for zero consideration (Primary Obligation); or
  - a monetary contribution to a Registered Housing Association under the *Housing Act 1983* or as directed by the Responsible Authority, which is of equal value to the Primary Obligation; or
  - a combination of the above options; or
  - in any other way as agreed between the permit applicant and the Responsible Authority.

16.01-3S Rural residential development

09/10/2020
VC169

Objective

To identify land suitable for rural residential development.

Strategies

Manage development in rural areas to protect agriculture and avoid inappropriate rural residential development.

Encourage the consolidation of new housing in existing settlements where investment in physical and community infrastructure and services has already been made.

Demonstrate need and identify locations for rural residential development through a housing and settlement strategy.

Ensure planning for rural residential development avoids or significantly reduces adverse economic, social and environmental impacts by:

- Maintaining the long-term sustainable use and management of existing natural resource attributes in activities including agricultural production, water, mineral and energy resources.
- Protecting existing landscape values and environmental qualities such as water quality, native vegetation, biodiversity and habitat.
- Minimising or avoiding property servicing costs carried by local and state governments.
- Maintaining an adequate buffer distance between rural residential development and animal production.

Ensure land is not zoned for rural residential development if it will encroach on high quality productive agricultural land or adversely impact on waterways or other natural resources.

Discourage development of small lots in rural zones for residential use or other incompatible uses.

Encourage consolidation of existing isolated small lots in rural zones.

Ensure land is only zoned for rural residential development where it:

- Is located close to existing towns and urban centres, but not in areas that will be required for fully serviced urban development.
- Can be supplied with electricity, water and good quality road access.

16.01-3L Rural residential development

07/07/2022
C417ggee

Strategies

Limit rural living development to existing zoned land in the existing nodes at Lara, Drysdale/Clifton Springs, Wallington, Lovely Banks and Batesford.

Maintain the existing character of areas in the Rural Living and Low Density Residential Zones.

16.01-4S Community care accommodation

04/11/2022
VC226

Objective

To facilitate the establishment of community care accommodation and support their location being kept confidential.

Strategies

Planning schemes should not require a planning permit for or prohibit the use of land in a residential area for community care accommodation provided no more than 20 clients are accommodated and the use is funded by, or carried out by or on behalf of, a government department or public authority, including a public authority established for a public purpose under a Commonwealth Act.

Facilitate the confidential establishment of community care accommodation through appropriate permit, notice and review exemptions.

16.01-5S Residential aged care facilities

09/10/2020
VC169

Objective

To facilitate the development of well-designed and appropriately located residential aged care facilities.

Strategies

Recognise that residential aged care facilities contribute to housing diversity and choice, and are an appropriate use in a residential area.

Recognise that residential aged care facilities are different to dwellings in their purpose and function, and will have a different built form (including height, scale and mass).

Ensure local housing strategies, precinct structure plans and activity centre structure plans provide for residential aged care facilities.

Ensure that residential aged care facilities are located in residential areas, activity centres and urban renewal precincts, close to services and public transport.

Encourage planning for housing that:

- Delivers an adequate supply of land or redevelopment opportunities for residential aged care facilities.
- Enables older people to live in appropriate housing in their local community.

Provide for a mix of housing for older people with appropriate access to care and support services.

Ensure that proposals to establish residential aged care facilities early in the life of a growth area are in locations that will have early access to services and public transport.

Ensure that residential aged care facilities are designed to respond to the site and its context.

Promote a high standard of urban design and architecture in residential aged care facilities.

Policy guidelines

Consider as relevant:

- The Commonwealth Government's Responsible ratios for the provision of aged care places under the *Aged Care Act 1997*.

GREATER GEELONG PLANNING SCHEME

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Proposed C457ggee

SCHEDULE 52 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO52**.

HIGHTON VILLAGE ACTIVITY CENTRE

1.0 Design objectives

--/--/----
Proposed C457ggee

To support a low-rise built form character for Highton Village.

To maintain and enhance the established high-street character of Belle Vue Avenue and the intimate character of the laneways.

To enhance Highton Village's character as a desirable destination for local shopping and recreation by promoting contemporary design and built form that demonstrates design excellence.

To prioritise the pedestrian environment by encouraging active frontages at ground floor level adjacent to existing roads and laneways.

To consolidate lots within the retail core to improve overall design and development outcomes while retaining the fine grain pattern of the streetscape.

2.0 Buildings and works

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Proposed C457ggee

A permit is required to construct a fence.

The following buildings and works requirements apply to an application to construct a building or construct or carry out works:

Building height

Development should not exceed the preferred maximum building heights as shown in Map 1 and Table 1 to this schedule.

The preferred maximum building height does not include architectural features and service equipment including plant rooms, lift overruns, structures associated with roof top gardens, decks and communal outdoor spaces and their ancillary facilities or enclosed stairwells provided that the following criteria are met:

- Not more than 50% of the roof area is occupied by the equipment (other than solar panels or greening);
- The equipment is located to minimise additional overshadowing and reduce visual impact on neighbouring properties and public spaces;
- The equipment does not exceed the height limit by more than 3.6 metres; and
- The equipment and screening are integrated into the design of the building to the satisfaction of the responsible authority.

Development should meet the following minimum floor to floor dimensions:

- 4.0 metres at ground level;
- 3.2 - 3.5 metres for residential and non-residential uses in the levels above.

Streetwall heights

Development should not exceed the maximum street wall heights specified in Map 1 and Table 1 to this schedule.

Table 1 to Schedule 52 to Clause 43.02

Interface	Ground level setback	Maximum street wall height	Preferred setback above street wall	Maximum preferred building height
Interface Type A	Retain existing or 0 metres	8 metres (2 Storeys)	4 metres	9 metres (2 storeys)
Laneway Interface Type 1	Retain existing or 0 metres	4.5 metres (1 storey)	4 metres	9 metres (2 storeys)
Future Laneway interface	4 metres (forming 8 metre laneway)	4.5 metres (1 storey)	4 metres	9 metres (2 storeys)

Setbacks

Development should be constructed to the street boundary at the ground floor unless otherwise identified on Map 1 to this schedule. The ground floor setback identified in Map 1 and Table 1 must:

- Remain fully accessible to the public; and
- Be designed and treated as part of the public domain.

Any part of a building (including balconies) above the street wall height should be set back at least 4 metres from the street boundary.

Building design

Incorporate appropriately articulated and modulated fine grain shop front pattern and vertical proportions and provide visual interest through glazing and variation in materials and textures on frontages identified as active on Map 1 to this schedule.

Buildings fronting streets should provide:

- Clear and transparent glazing up to 2.5 metres in height, of not less than 40 per cent of the width of the frontage, excluding any column or solid plinth or base.
- Facade design that incorporates lighting to ensure a sense of safety and security at night time.

Incorporate architectural detailing that accentuates the landmark corner point identified on Map 1 to this schedule.

Distinguish recessed upper-level built form from the street wall.

Incorporate variation and visual interest in the facade through form, materials, and textures.

Incorporate a high degree of passive surveillance to all road frontages, laneways, and open space (except in rear access lanes).

Avoid creating blank walls on facades fronting public areas. If windows or openings are not appropriate other design treatments may be considered to break up the surface and provide visual interest and amenity such as mural painting or vertical gardens.

Manage SBO (Special Building Overlay) level transitions within the building envelope to establish an at grade direct connection to usable spaces within ground level tenancies.

Incorporate landscaping on balconies and rooftops to limit overlooking, soften the built form and contribute to the green character of the Village.

Ensure building design on consolidated sites continues to respond to the rhythm and pattern of development on the street.

Services and storage

Balconies should not house air-conditioning or plant equipment unless they are concealed from public view.

Landscaping and public realm

Include landscaping which enhances and contributes to the green character of the Village.

Incorporate weather protection for pedestrians along street frontages in the form of verandas, awnings, or canopies over the footpath, maintaining a minimum clearance of 3.5 metres above the footpath level.

Ensure new awnings match the height and depth of existing awnings at neighbouring sites.

Access, parking and loading areas

Minimise the impact of vehicle access and car parking on the public realm by:

- Locating vehicle access and loading areas at the rear of buildings via service lanes in accordance with Map 2 to this schedule;
- Locating car parking within the basement or conceal it from the public realm if located within the podium by sleeving with active uses.

Incorporate reduced or shared car parking amenities for residential development where possible.

Support active transport through the supply of bicycle parking and change facilities.

Exemption from notice and review

An application to construct a building or to construct or carry out works is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act. This exemption does not apply to land within 30 metres of land (not a road) which is in a residential zone, land use for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.

3.0 Subdivision

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Proposed C457ggee

A permit to subdivide land must meet the following requirements:

Subdivision of existing sites not associated with a development proposal that achieves the design objectives and requirements of this schedule is discouraged.

Site consolidation

Sites should be consolidated where appropriate to reduce the impact of potential vehicles crossings on Belle Vue Arcade West and Village Walk south.

Site consolidation should contribute to an orderly lot size distribution, avoiding the retention of narrow unconsolidated lots that cannot achieve desired built form outcomes.

Exemption from notice and review

An application to subdivide land is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act. This exemption does not apply to land within 30 metres of land (not a road) which is in a residential zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.

4.0 Signs

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Proposed C457ggee

None specified.

5.0 Application requirements

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Proposed C457ggee

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

An Urban Context Report and Design Response which details how the application:

- Responds to the urban context;
- Responds to the design objectives and buildings and works requirements of this schedule; and
- Provides design excellence through providing sustainable, high-quality architecture which articulates and minimises visual bulk, and landscape architecture and urban design enforcing liveability and activating the public realm.

Streetscape elevations showing the existing streetscape, and how the proposed development sits within the streetscape or a three-dimensional perspective which shows the proposed development within the streetscape in the context of adjacent development.

Scaled shadow diagrams to show existing and proposed shadows at hourly intervals for 10:00 am and 3:00pm on 22 September, to demonstrate compliance with overshadowing requirements.

A Traffic Impact Assessment Report (TIAR), when relevant.

A Circulation and Movement Plan prepared by a suitably qualified person demonstrating the internal road hierarchy including primary and secondary roads and areas to be accessed by loading and building services, vehicles, pedestrians, and cyclists, when relevant.

6.0 Decision guidelines

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Proposed C457ggee

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the development or subdivision is in general accordance with the Framework Plan as per Map 1 to this schedule.
- Whether the proposed development employs a massing strategy that reduces visual bulk.
- Whether the proposed development achieves design excellence by providing high quality and innovative architecture, landscape architecture and urban design which demonstrates function, liveability, sustainability, and public contribution to buildings and urban spaces.
- Whether the proposal contributes to the urban design, walkability, bicycle access, permeability, and streetscape appearance of the area.

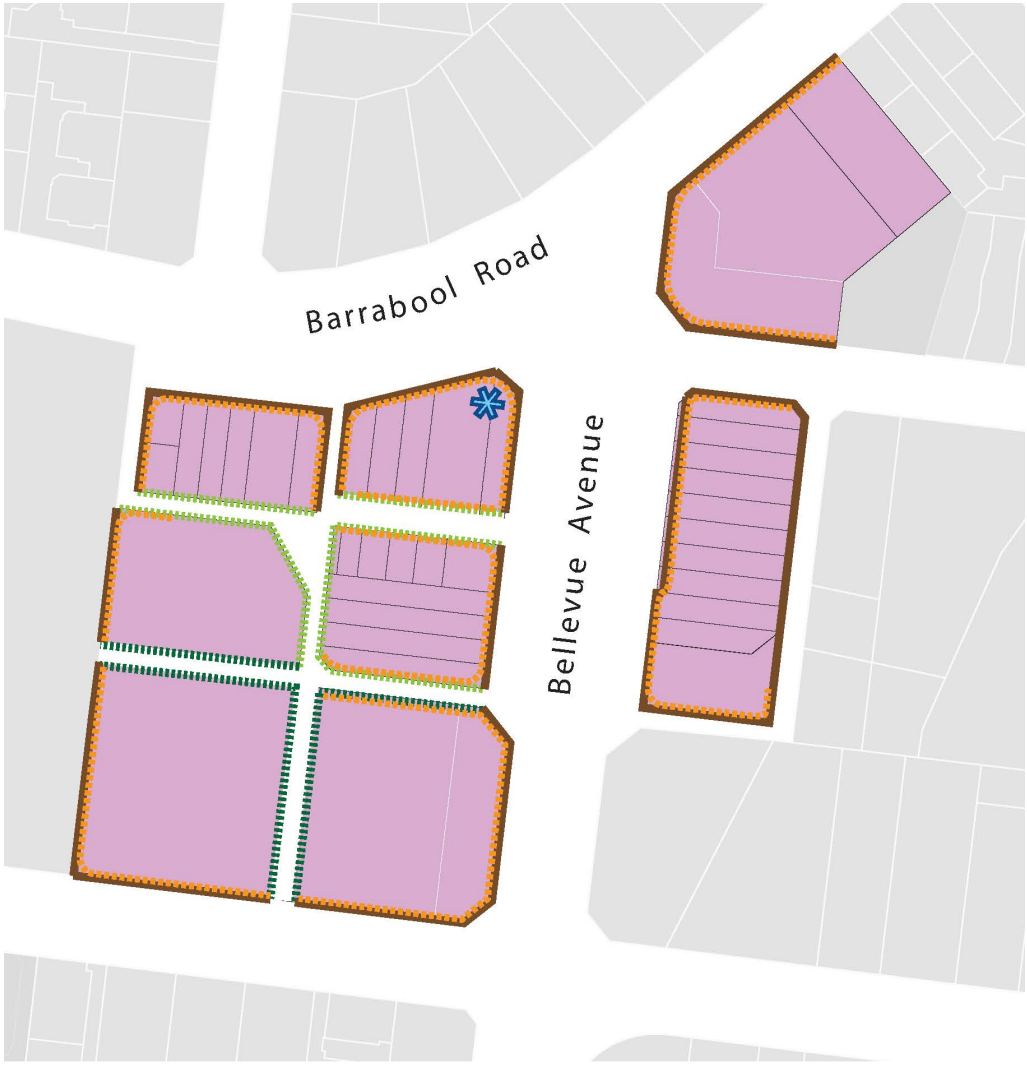
Variations to preferred requirements

Where an application proposes to exceed, or vary a preferred requirement under a discretionary control contained within this schedule consideration will be given to the following:

- Whether the design objectives have been met.
- Whether the proposal is on a large site that can enable a variation to a requirement without material adverse offsite impact.
- Whether the proposal presents excellence in design.

GREATER GEELONG PLANNING SCHEME

Map 1 to Schedule 52 to Clause 43.02 Building Heights and Interfaces



LEGEND

Preferred Maximum Building Heights

9 metres (2 Storeys)

Interface Type

Interface Type A

Laneway Interface Type L1

Future Laneway Interface

Frontage

Active Frontage

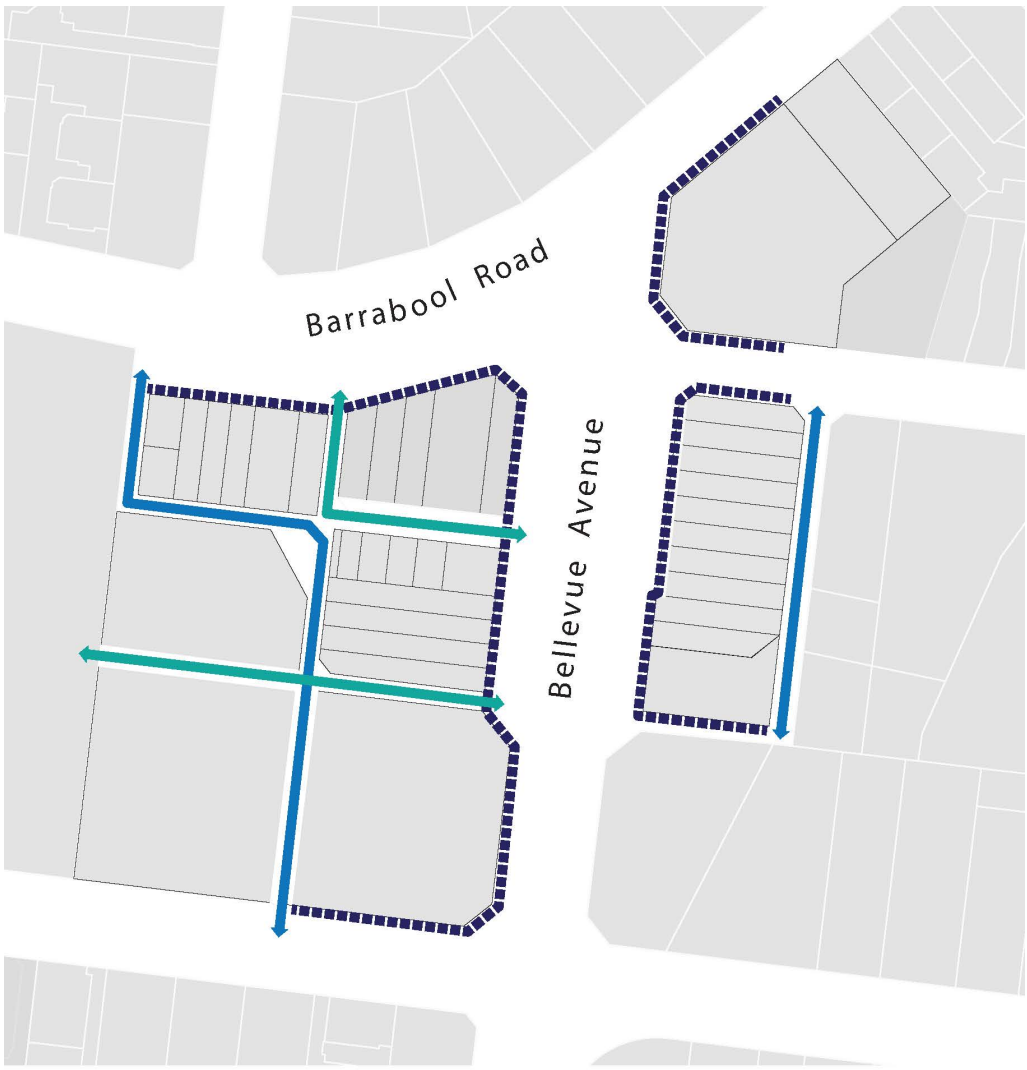
Landmark Corner Point

N

0 10 20 30 40 50 m

GREATER GEELONG PLANNING SCHEME

Map 2 to Schedule 52 to Clause 43.02 Access and Movement



LEGEND

Access & Movement

- Active laneways (no vehicular cross over)
- Service laneways
- No vehicular crossovers

N

0 10 20 30 40 50 m

Attachment 3

Key Issues addressed by the Planning Panel

Issue	Discussion/Conclusion	Recommendation	Council's Response
1. Strategic Justification			
The first task of the Panel is to determine whether the amendment is strategically justified. Council submitted that the intent of the Highton UDF was to develop: • a community vision for the future Highton Village • an overall plan to guide future investment, additional retail floorspace and development • concepts for streetscape upgrade works • an access and movement plan for vehicles, walkers and cyclists • planning guidelines for new developments within and around the Highton Village to enhance the village character	The panel identified that the UDF provides an appropriate strategic justification for the Amendment, as exhibited, by addressing the key policy objectives in the relevant provisions of the Greater Geelong Planning Scheme including Clauses 02, 11 and 16. The Panel noted that while Councils post exhibition changes diminish the potential contribution that the Highton Village could make to Council's settlement and housing diversity strategies, it does not negate the strategic justification for the Amendment. The Panel agrees that the Amendment delivers a net community benefit and sustainable development as required by Clause 71.02-3.	The Panel concluded that the Amendment: • is supported by, and implements, the relevant sections of the Planning Policy Framework • is consistent with the relevant Ministerial Directions and Practice Notes • is well founded and strategically justified • should proceed subject to addressing some changes.	Council accepts the Panel's conclusions about the strategic merit of the amendment and has accepted the panel's recommendations about changes to the DDO52 and new clause 16.01-2L as outlined in the rest of this table.
2. Affordable Housing local Planning Policy – Clause 16.01			
The amendment inserts new planning policy at *Clause 16.01-2L Social and Affordable Housing* to build upon Council's commitment to increase the supply of affordable housing and to support	The Panel considered that the proposed new policy is consistent with the objective of facilitating affordable housing outlined in the Act. The Panel did not agree with submissions that affordable housing will have a	The Panel concludes that the proposed new policy is appropriate. The Panel recommended minor changes to the title of the policy and text to only reference	Council accepts the Panel recommendation and has incorporated the Panel preferred version of new clause 16.01-2l in

the State Government's Housing Statement. Several submissions opposed this requirement and the provision of housing within the Village. The Panel considered whether the proposed inclusion of the local policy is appropriate.	detrimental impact on the Highton Village. The Panel concluded that policy seeks a relatively small contribution of five per cent affordable housing and any additional housing would increase the population within the catchment providing a net benefit to the Highton Village. The Panel accepted Council's submission that even a modest increase is an acceptable outcome. However, the Panel was concerned that reducing the preferred maximum height to two storeys may affect the ability to achieve that outcome. Given that the definition of affordable housing in the PE Act includes social housing, the Panel noted that reference to affordable and social housing in the title and strategy section of Clause 16.01-2L should be replaced with 'affordable housing' to be consistent with the definition in the PE Act and the text in the rest of the Clause.	'affordable housing' and to delete the policy reference document.	the amendment to be adopted in Appendix 3.
3. Design and Development Overlay – Schedule 52			
The Panel had to consider whether the provisions of Design and Development Overlay Schedule 52 are appropriate, with many submissions considering that the character of the activity centre will be lost with new, higher development and expansion into the potential development sites. These submitters identified the community-oriented atmosphere,	The Panel assessed that the Highton Village currently has no design guidelines or preferred heights. From this perspective, the Panel commented that DDO52 fills a vacuum in guidance for any future development in the centre. While the design guidelines were developed in the Highton UDF, neither the exhibited DDO52 nor the Day 1 version include the Highton UDF as a reference document. Given the removal of the Highton UDF as a reference document	The Panel concludes that the provisions of the Design and Development Overlay Schedule 52 are appropriate. The Panel recommends: • Revise Design and Development Overlay Schedule 52 as shown in the Panel Report. • Delete the reference to the Highton Village Urban Design	Council supports these Panel recommendations as they reflect the changes Council endorsed at its February 2025 meeting, and which were submitted to the Panel. These changes are incorporated into the amendment to be adopted in Appendix 3.

characterised by low-rise buildings, green spaces and easy accessibility as being threatened by higher levels of development. Increasing building heights and traffic congestion would undermine this ambiance, deterring residents from utilising local amenities and the Highton Village. Some submitters also opposed redevelopment of the two key development sites because of the loss of car parking and community facilities.	from Clause 16.01, the Panel commented that reference to the UDF in the Schedule to Clause 72.08 is no longer relevant and should be removed. The Panel accepted Council's submission and the reduction in preferred building heights as contained in the Day 1 version of DDO52. The Panel noted that DDO52 does not identify any key development sites, and that these are only identified in the Highton UDF. Consequently, the Panel commented that any redevelopment of these sites would require a planning permit which would be subject to the guidelines in DDO52 which applies to the whole activity centre. With no proposals currently before Council, the Panel did not accept the view expressed in some submissions that development of these sites will result in the loss of car parking or community facilities.	Framework in the Schedule to Clause 72.08 Background Documents.	One further change recommended has been to move the landmark corner point asterisk on map 1 within the DDO to be placed on top of the former Commonwealth Bank building rather than on the corner road reserve.
4. Commercial 1 Zone			
The Panel has considered whether the application of the Commercial 1 Zone (C1Z) is appropriate for the two Council owned car parks and the road reserves. Several submissions: • opposed the rezoning because it could result in a multistorey car parking development which would	The Panel agreed with Council that the zoning of the car parks should reflect the purpose for which they are used. In this instance, the car parks support the retail and commercial uses in the activity centre. The Panel concluded that the C1Z is appropriate, and the General Residential Zone 4 (GRZ4) would be an anomaly. The Panel commented that the change in zoning does not lead to the establishment of a particular use or development or the loss	The Panel concludes that the application of the C1Z is appropriate.	Council supports the conclusion of the Panel and the rezoning of the Council car parks and the road reserves. This part of the amendment also meets the Ministerial Authorisation to include the roads within the extent of the Village Centre in the C1Z.

become paid parking and be less safe for users • stated that the rezoning gives Council the power to sell or lease parts of the land, including the Belle Vue Avenue road reserve, to developers for new commercial spaces.	of car parking. A change in use or a development of the car parks would, in most cases, require a planning permit which would be guided by the purposes of the zone. Because of the location of the car parks, the Panel accepted Council's submission that the car parks should be in the same zone as the rest of the Highton Village. The Panel commented that the inclusion of Belle Vue Avenue in the C1Z is simply an administrative and mapping exercise which will not lead to the development of the road any more than the current GRZ4.		
5. Other matters			
The Panel has addressed whether other matters raised are beyond the Amendment scope such as: • Traffic impact from new development • exhibition timing • loss of available car parking • additional Belle Vue Avenue pedestrian crossings • Barrabool Road – Belle Vue Avenue intersection • relocation of the clock tower • the need to provide for more retail floorspace given current vacancies • loss of the public/community facilities	The Panel commented that there are no proposals included in the Amendment that would require consideration of these matters and consequently they are beyond the scope of the Amendment and the Panel. The Panel understands that none of these matters are being considered by Council. Furthermore, the Panel has stated that some of these matters are properly considered as part of a planning permit application where the detail of what is proposed can be ventilated and assessed. The Panel accepted Council's submission that some of these matters fall within the scope of the Highton UDF which the Panel agrees should be removed as a reference document from Clause 16.01-2L.	The Panel concludes that these other matters raised in submissions are beyond the scope of the Amendment.	This Panel conclusion is supported and is consistent with Council's submission to the Panel. The UDF is being removed as a reference document to the new local planning policy on affordable housing.

2.10. T2500041 - Drainage Inspection and Vacuum/Drain Cleaning Plant Hire Services

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Confidentiality

1. Confidential information is contained in **Attachment 1** as circulated in the confidential section of the report attachments. The information in the Attachment is confidential information for the purposes of 66(2)(a) and the definition of "*confidential information*" in section 3(1) of the *Local Government Act 2020* because it is council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released (section 3(1)(a)).

Purpose

2. The purpose of this report is to award a contract for Drainage Inspection and Vacuum/Drain Cleaning Plant Hire Services to the preferred tenderers as detailed in Clause 3 of the Confidential Procurement Evaluation Report at **Attachment 1**.

Background

3. The City invited tenders from the open market to establish a panel of contractors to support the monitoring, inspection and servicing of the City's stormwater infrastructure, including infrastructure within property easements.

4. The contractors will be required to inspect stormwater underground infrastructure and perform clearing works, including the cleaning of gross pollutant traps and litter baskets.

Key Matters

5. The Procurement and Strategic Sourcing team administered an open tender process on behalf of the City Works team.

6. Details of the procurement process, including the evaluation methodology and the preferred tenderer, are outlined in the Confidential Procurement Evaluation Report at **Attachment 1**.

Recommendation

That Council:

1. **Award the contracts for T2500041 – Drainage Inspection and Vacuum/Drain Cleaning Plant Hire Services to the preferred tenderers, for the estimated amount detailed in Clause 3 of the Confidential Procurement Evaluation Report (Attachment 1) and otherwise in accordance with the negotiated terms and conditions of the contract;**

2. **Approve the contract term of one year, with the option to extend the contract for up to two additional terms of one year each.**

3. **Note that the contracts are based on schedule of rates;**

4. **Authorise the Chief Executive Officer to execute the contracts for T2500041 and any other documents required by or to give effective to the terms of the contract on behalf of Council;**

5. **Authorise the Chief Executive Officer to release the names of the awarded tenderers following the execution of the contracts by the relevant parties; and**

6. **Resolves that the information contained in Attachment 1 of the report from management is to remain confidential pursuant to section 3(1) of the *Local Government Act 2020* because it contains Council business information being information that would prejudice the Council's position in commercial negotiations. This section is applicable because of the ongoing contract negotiations with the preferred tenderers.**

Financial Sustainability

7. The estimated cost of delivering these services over the full contract term, including extension options, will be managed within current and future approved budgets.

Community Engagement

8. There was no community engagement on this tender as it is part of Council's regular operations to fulfil its legislative and management obligations to residents, ratepayers and visitors to the area.

Collaboration Opportunities

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. The preferred tenderers will enable the City to manage the delivery of the services equitably and sustainably across the entire Greater Geelong region.

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:
High-performing council and organisation.

13. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
A prosperous economy that supports jobs and education opportunities.

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 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

16. 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.

Attachments

1. CONFIDENTIAL REDACTED - T2500041 - Council Confidential Procurement Evaluation Report [**2.10.1** - 57 pages]

2.11. T2500024 - Landy Field Pavilion Redevelopment - Construction

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Confidentiality

1. Confidential information is contained in **Attachment 1** as circulated in the confidential section of the report attachments. The information in the Attachment is confidential information for the purposes of 66(2)(a) and the definition of "*confidential information*" in section 3(1) of the *Local Government Act 2020* because it is council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released (section 3(1)(a)).

Purpose

2. The purpose of this report is to award a contract for the Landy Field Pavilion Redevelopment – Construction project to the preferred tenderer, for the contract sum detailed in Clause 3 of the Confidential Procurement Evaluation Report at **Attachment 1**.

Background

3. The City invited tenders from the open market to undertake the construction of the John Landy Athletics Field - Sports Pavilion Aquatic Centre.

4. The pavilion has a mix of active uses including Athletics, Little Athletics, Barwon Sports Academy, local school groups (junior & senior) and general public access.

5. The project includes delivery of:

   4.1 A new two-story pavilion, including grandstand, competition office, public toilets, change rooms, canteen/kitchen and kiosk, social and community room, meeting room, uniform store and entrance;

   4.2 The purchase and installation of fixed equipment; and

   4.3 Enabling infrastructure and landscaping required to service the new pavilion.

Key Matters

6. The Procurement and Strategic Sourcing team administered an open tender process on behalf of the Major Projects team.

7. Details of the procurement process, including the evaluation methodology and the preferred tenderer, are outlined in the Confidential Procurement Evaluation Report at **Attachment 1**.

Recommendation

That Council:

1. **Award the contract for T2500024 - Landy Field Pavilion Redevelopment – Construction to the preferred tenderer, for the contract sum detailed in Clause 3 of the Confidential Procurement Evaluation Report (Attachment 1) and otherwise in accordance with the negotiated terms and conditions of the contract;**

2. **Authorise the Chief Executive Officer to execute contract T2500024 and any other documents required by or to give effective to the terms of the contract on behalf of Council;**

3. **Authorise the Chief Executive Officer to release the name of the awarded tenderer following the execution of the contract by the relevant parties;**

4. **Resolves that the information contained in Attachment 1 of the report from management is to remain confidential pursuant to section 3(1) of the *Local Government Act 2020* because it contains Council business information being information that would prejudice the Council's position in commercial negotiations. This section is applicable because of the ongoing contract negotiations with the preferred tenderer.**

Financial Sustainability

8. The preferred tenderer's submission is within the approved project budget.

Community Engagement

9. Community consultation was undertaken at all stages of this design process with stakeholders (Little Athletics, Geelong Athletics and Barwon Sports Academy) back in 2021, resulting in the John Landy Athletics Field - Facility Improvement Plan (FIP).

10. These stakeholders are also an active part of the Project Reference Group (PRG) throughout pavilion design development (2021 – 2025).

Collaboration Opportunities

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. It is expected that the construction of the Landy Field Pavilion Redevelopment will generate positive employment outcomes while delivering the infrastructure and services that address the growing needs of the Geelong community.

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.

Attachments

1. CONFIDENTIAL REDACTED - T 2500024 - Confidential Council Procurement Evaluation Report [**2.11.1** - 24 pages]

2.12. T2500051 - North Bellarine Aquatic Centre Stage 2 – Design & Construct

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Confidentiality

1. Confidential information is contained in **Attachment 1** as circulated in the confidential section of the report attachments. The information in the Attachment is confidential information for the purposes of 66(2)(a) and the definition of "*confidential information*" in section 3(1) of the *Local Government Act 2020* because it is council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released (section 3(1)(a)).

Purpose

2. The purpose of this report is to award a contract for the North Bellarine Aquatic Centre Stage 2 – Design & Construct project to the preferred tenderer, for the contract sum detailed in Clause 3 of the Confidential Procurement Evaluation Report at **Attachment 1**.

Background

3. The City invited tenders from the open market to deliver Stage 2 of the North Bellarine Aquatic Centre.

4. The project includes delivery of:

   3.1 An indoor 8-lane, 25-metre pool with access ramp;

   3.2 A warm water pool with access ramp;

   3.3 Accessible change rooms with amenities;

   3.4 A first aid room;

   3.5 Gymnasium and group fitness rooms;

   3.6 A foyer, reception, administration and office;

   3.7 Café seating;

   3.8 Landscaping and associated pathways;

   3.9 An extended car park including two accessible car parks; and

   3.10 Refurbishment of the entry pavilion.

Key Matters

5. The Procurement and Strategic Sourcing team administered an open tender process on behalf of the Major Projects team.

6. Details of the procurement process, including the evaluation methodology and the preferred tenderer, are outlined in the Confidential Procurement Evaluation Report at **Attachment 1**.

Recommendation

That Council:

1. **Award the contract for T2500051 - North Bellarine Aquatic Centre Stage 2 – Design & Construct to the preferred tenderer, for the contract sum detailed in Clause 3 of the Confidential Procurement Evaluation Report (Attachment 1) and otherwise in accordance with the negotiated terms and conditions of the contract;**

2. **Authorise the Chief Executive Officer to execute contract T2500051 and any other documents required by or to give effective to the terms of the contract on behalf of Council;**

3. **Authorise the Chief Executive Officer to release the name of the awarded tenderer following the execution of the contract by the relevant parties;**

4. **Resolves that the information contained in Attachment 1 of the report from management is to remain confidential pursuant to section 3(1) of the *Local Government Act 2020* because it contains Council business information being information that would prejudice the Council's position in commercial negotiations. This section is applicable because of the ongoing contract negotiations with the preferred tenderer.**

Financial Sustainability

7. The preferred tenderer's submission is within the approved project budget.

Community Engagement

8. At its meeting on Tuesday 22 November 2022, Councillors endorsed a deliberative engagement process to develop the plans for Stage 2 to the provided funding.

9. Following this, community members were invited to apply for a position on the new North Bellarine Aquatic Centre (Stage 2) Community Advisory Panel.

10. The make-up of the 12-person advisory panel represents a cross-section of the local community, featuring balanced interests, gender and diversity of backgrounds.

Collaboration Opportunities

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. It is expected that the construction of the North Bellarine Aquatic Centre (Stage 2) will generate positive employment outcomes while delivering the infrastructure and services that address the growing needs of the Geelong community.

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.

Attachments

1. CONFIDENTIAL REDACTED - T 2500051 - Confidential Procurement Evaluation Report [**2.12.1** - 45 pages]

2.13. T2500053 - Drysdale Sports Precinct Stage 2

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Confidentiality

1. Confidential information is contained in **Attachment 1** as circulated in the confidential section of the report attachments. The information in the Attachment is confidential information for the purposes of 66(2)(a) and the definition of "*confidential information*" in section 3(1) of the *Local Government Act 2020* because it is council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released (section 3(1)(a)).

Purpose

2. The purpose of this report is to award a contract for the Drysdale Sports Precinct Stage 2 project to the preferred tenderer, for the contract sum detailed in Clause 3 of the Confidential Procurement Evaluation Report at **Attachment 1**.

Background

3. The City invited tenders from the open market to deliver new and enhanced local sporting facilities at the Drysdale Sporting Precinct, benefiting both tenant clubs and the wider Drysdale community.

4. The project includes delivery of:

    4.1. A premier rectangular turf pitch including player shelters and a minimum of 100 lux LED sports lighting compliant with Football Victoria guidelines;

    4.2. Rescaled sports pavilion (rescaled to cater for the needs of Soccer with future stages of delivery to cater for AFL and Netball);

    4.3. New accessible pathways that provide step free access from the pavilion to the sports fields;

    4.4. Unsealed car park that includes three separate accessible parking spaces that are appropriately positioned in close proximity to the new pavilion;

    4.5. Associated landscaping and plantings; and

    4.6. Improved road access to the site.

Key Matters

5. The Procurement and Strategic Sourcing team administered an open tender process on behalf of the Major Projects team.

6. Details of the procurement process, including the evaluation methodology and the preferred tenderer, are outlined in the Confidential Procurement Evaluation Report at **Attachment 1**.

Recommendation

That Council:

1. **Subject to the approval of the item detailed in Clause 15.3.3.1 of the Confidential Procurement Evaluation Report, award the contract for T2500053 – Drysdale Sports Precinct Stage 2 to the preferred tenderer, for the contract sum detailed in Clause 3 of the Confidential Procurement Evaluation Report (Attachment 1) and otherwise in accordance with the negotiated terms and conditions of the contract;**

2. **Authorise the Chief Executive Officer to execute contract T2500053 and any other documents required by or to give effective to the terms of the contract on behalf of Council;**

3. **Authorise the Chief Executive Officer to release the name of the awarded tenderer following the execution of the contract by the relevant parties;**

4. **Resolves that the information contained in Attachment 1 of the report from management is to remain confidential pursuant to section 3(1) of the *Local Government Act 2020* because it contains Council business information being information that would prejudice the Council's position in commercial negotiations. This section is applicable because of the ongoing contract negotiations with the preferred tenderer.**

Financial Sustainability

7. The preferred tenderer's submission is within the approved project budget.

Community Engagement

8. Community consultation was undertaken at various stages of the design process and included the publishing of the Drysdale Sporting Precinct Master Plan on the City's website.

9. The Drysdale Sporting Precinct Master Plan focuses on ensuring the precinct's viability and suitability as a local sporting venue.

Collaboration Opportunities

10. 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

11. It is expected that the construction of the Drysdale Sports Precinct Stage 2 will generate positive employment outcomes while delivering the infrastructure and services that address the growing needs of the Geelong community.

Relevant Law/Policy/Legal Implications

12. 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

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

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

Conflict of Interest

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

Risk Assessment

16. The 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

17. 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.

Attachments

1. CONFIDENTIAL REDACTED - T 2500053 - Confidential Procurement Evaluation Report [**2.13.1** - 24 pages]

2.14. T2500098 - Ocean Grove District Ride Centre

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Confidentiality

1. Confidential information is contained in **Attachment 1** as circulated in the confidential section of the report attachments. The information in the Attachment is confidential information for the purposes of 66(2)(a) and the definition of "*confidential information*" in section 3(1) of the *Local Government Act 2020* because it is council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released (section 3(1)(a)).

Purpose

2. The purpose of this report is to award a contract for the Ocean Grove District Ride Centre project to the preferred tenderer, for the contract sum detailed in Clause 3 of the Confidential Procurement Evaluation Report at **Attachment 1**.

Background

3. The City invited tenders from the open market to undertake the construction of the Ocean Grove District Ride Centre.

4. The project consists of bulk earthworks, in ground hydraulics, civil works (rock formed jumps, pavements, concreting, asphalt and polymer track surfaces), minor building construction (park shelter) and landscaping of the proposed site.

Key Matters

5. The Procurement and Strategic Sourcing team administered an open tender process on behalf of the Major Projects team.

6. Details of the procurement process, including the evaluation methodology and the preferred tenderer, are outlined in the Confidential Procurement Evaluation Report at **Attachment 1**.

Recommendation

That Council:

1. **Awards the contract for T2500098 - Ocean Grove District Ride Centre to the preferred tenderer, for the contract sum detailed in Clause 3 of the Confidential Procurement Evaluation Report (Attachment 1) and otherwise in accordance with the negotiated terms and conditions of the contract;**

2. **Authorises the Chief Executive Officer to execute contract T2500098 and any other documents required by or to give effective to the terms of the contract on behalf of Council;**

3. **Authorises the Chief Executive Officer to release the name of the awarded tenderer following the execution of the contract by the relevant parties;**

4. **Resolves that the information contained in Attachment 1 of the report from management is to remain confidential pursuant to section 3(1) of the *Local Government Act 2020* because it contains Council business information being information that would prejudice the Council's position in commercial negotiations. This section is applicable because of the ongoing contract negotiations with the preferred tenderer.**

Financial Sustainability

7. The preferred tenderer's submission is within the approved project budget.

Community Engagement

8. Community engagement was held in 2022 during the planning phase for the proposed project via multiple platforms including social media, face to face engagement and online on the City's 'Have Your Say' website.

Collaboration Opportunities

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. It is expected that the construction of the Ocean Grove District Ride Centre project will generate positive employment outcomes while delivering the infrastructure and services that address the growing needs of the Geelong community.

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:
A destination that attracts local and international visitors.

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 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

16. 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.

Attachments

1. CONFIDENTIAL REDACTED - T2500098 - Confidential Council Procurement Evaluation Report [**2.14.1** - 22 pages]

2.15. Planning Authorisation - Council to Staff

Source: **Corporate Services**
Executive Director: **Troy Edwards**

Purpose

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

Background

2. City officers are appointed as authorised officers to exercise statutory powers under various Acts and regulations. Appointments as authorised officers are to individual staff members.

3. The P&EA regulates enforcement and is reliant on authorised officers acting on behalf of the responsible authority (Council).

Key Matters

4. Where there is a specific power within an Act, Council should appoint authorised officers pursuant to that Act. This is the case for the P&EA.

5. **Attachment 1** sets out the Instrument of Appointment and Authorisation under the P&EA and lists the staff member to whom this authorisation applies.

Recommendation

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

1. **City staff referred to in the Instrument (Attachment 1) be appointed and authorised as set out in the Instrument;**

2. **The Instrument comes into force immediately upon the resolution of Council; and**

3. **The Instrument be signed by the Chief Executive Officer on behalf of Council.**

Financial Sustainability

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

Community Engagement

7. Relevant City managers have been consulted regarding this recommended appointment and authorisation.

Social Equity and Sustainability

8. There are no social equity sustainability implications arising from the subject of this report.

Relevant Law/Policy/Legal Implications

9. The recommended appointment and authorisation of staff members complies with the relevant provisions of the P&EA and the *Local Government Act* 2020.

Alignment to Community Plan and Vision

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

Conflict of Interest

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

Risk Assessment

12. There are no significant or high risks associated with the subject of this report.

Environmental Sustainability

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

Attachments

1. Planning Authorisations Council to Staff August 2025 [**2.15.1** - 2 pages]

Greater Geelong City Council

Instrument of Appointment and Authorisation

(*Planning and Environment Act 1987* only)

Instrument of Appointment and Authorisation (*Planning and Environment Act* 1987)

In this instrument "**officer**" means –

Steph Nguyen
Chae Goldworthy
Steve Conte

By this instrument of appointment and authorisation Greater Geelong City Council -

1. under section 147(4) of the *Planning and Environment Act* 1987 - authorises the officers to carry out the duties or functions and to exercise the powers of an authorised officer under the *Planning and Environment Act 1987*to; and

2. under section 313 of the *Local Government Act* 2020 authorises the officers generally to institute proceedings for offences against the Acts and regulations described in this instrument.

It is declared that this instrument comes into force immediately upon the resolution of Council.

This instrument is authorised by a resolution of the Greater Geelong City Council on 26 August 2025.

Signed for GREATER GEELONG CITY COUNCIL by
ALI WASTIE, Chief Executive Officer

_____
Chief Executive Officer

Date:

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.

Recommendation

That Council receive the summary of the informal meetings of Councillors for the period to 26 August 2025.

INFORMAL MEETINGS OF COUNCILLORS
(Council Meeting 26 August 2025)

Informal Meeting Details	Councillor Attendance/Apology	Officer Attendance	Agenda Items	Conflict of Interest Disclosures
Additional Briefing with Councillors **25 June 2025**	Cr S Kontelj Cr E Wilkinson Cr E Sinclair *Apologies:* Cr T Sullivan Cr R Story	A Basford (EXEC DIR) A Higgs (MGR)	• GRLC Due Diligence Report.	• Nil
Additional Briefing with Councillors **2 July 2025**	Cr S Kontelj Cr E Kontelj *Apologies:* Cr A Aitken	A Basford (EXEC DIR) A Higgs (MGR) Z Sells (OFF)	• Regional Soccer Hub - strategic planning - recommended next steps.	• Nil
Additional Briefing with Councillors **2 July 2025**	Cr E Sinclair *Apologies:* Cr A Katos	A Basford (EXEC DIR) A Higgs (MGR) R Clark (CO ORD) D Heyward (OFF)	• Draft Coastside Drive Master Plan	• Nil
Additional Briefing with Councillors **28 July 2025**	Cr S Kontelj *Apologies:* Cr R Nelson	A Basford (EXEC DIR) F Bolitho (MGR) C Norton (A/MGR) D Bushell (SNR OFF)	• Place Naming Policy	• Nil
Councillor Strategic Session **5 August 2025**	Cr S Kontelj Cr R Nelson Cr R Story Cr E Sinclair Cr C Burson Cr E Wilkinson Cr T Sullivan Cr A Katos Cr A Aitken *Apology:* Cr M Cadwell	A Wastie (CEO) A Basford (EXEC DIR) T Bradley (EXEC DIR) T Edwards (EXEC DIR) A Martin (CHIEF) J Douglas (MGR) E Ryan (SNR OFF) A Locke (MGR) M McKay (MGR) S Cramer (OFF) D Le (OFF) L Griffiths (OFF)	**Presentations:** • Public Art Strategy and Open Space and Public Realm Strategies. • Briefing on the new GRLC Governance Model. • Workshop for Swim Sport Leisure Service Review. • Integrated Transport Strategy phase 2 and PBN Review.	• Nil

	Leave of Absence: Cr E Kontelj	J Randles (MGR) O Stoltz (OFF) T Whiting (OFF)		
Additional Briefing with Councillors **7 August 2025**	Cr E Wilkinson	S Beck (SNR OFF)	• Discuss Geelong Arts Centre eligibility for Community Infrastructure Grants.	• Nil
Additional Briefing with Councillors **12 August 2025**	Cr E Sinclair *Apologies:* Cr A Katos	A Higgs (MGR) D Heyward (SNR OFF) R Clark (SNR OFF)	• Update relating to current sport & recreation planning projects underway. Armstrong Creek Sports Provision report & Sovereign Drive Draft Master plan	• Nil
Additional Briefing with Councillors **12 August 2025**	Cr E Sinclair Cr T Sullivan Cr E Wilkinson *Apologies:* Cr R Story	A Basford (EXEC DIR) A Higgs (MGR)	• GRLC Governance Model	• Nil
Councillor Briefing **12 August 2025**	Cr S Kontelj Cr R Nelson Cr E Sinclair Cr C Burson Cr E Wilkinson Cr T Sullivan Cr A Katos Cr A Aitken Cr M Cadwell *Apology:* *Nil* *Leave of Absence:* Cr E Kontelj Cr R Story	A Wastie (CEO) A Basford (EXEC DIR) T Bradley (EXEC DIR) T Edwards (EXEC DIR) F Bilitho (MGR) C Walters (SNR OFF) D Greaves (MGR) J Van Slageren (MGR) P Schembri (CO ORD) J Douglas (MGR) E Ryan (SNR OFF)	***Presentations:*** • Workshop on the Draft Place Naming Policy (30 minutes) • Draft – Waterfront Master Plan (10 minutes) ***Reports:*** • Youth Council Second Report 2025 • Rainbow Action Plan • Draft Geelong Waterfront Masterplan • Draft Sovereign Drive master plan • Amendment C278ggee - Marshall Precinct Structure Plan - Consideration of Panel Report and Adoption of Amendment • Amendment C457ggee – Highton Urban Design Framework Implementation - Consideration of Independent Panel Report and Adoption of Amendment • Councillor Sullivan & Story Interstate Travel Report • Proposed Sale of 125-135 Weddell St, North Geelong • Willis Street (between Harding and Brown Street),	• Nil

			Portarlington – Declaration Report - Special Rate and Charge Scheme SRC 372 • T2500041 - Drainage Inspection and Vacuum/Drain Cleaning Plant Hire Services • T2500024 - Landy Field Pavilion Redevelopment - Construction Works • T2500051 - North Bellarine Aquatic Centre Stage 2 - D&C Tender • T2500053 - Drysdale Sports Precinct Stage 2 • T2500098 - Ocean Grove District Ride Centre • Planning Authorisations ***Confidential Reports:*** • GME External Committee Members endorsement • T2500052 - Supply of Mobile Garbage Bins	

4. 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.

4.1. GME External Committee Member Appointment 2025-2029 (Confidential)

CONFIDENTIAL

Recommendation

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 this report relates to the appointment of an individual to a role.